



## DEVELOPMENT APPLICATION

**PDPLANPMTD-2026/058419**

**PROPOSAL:** Two Multiple Dwellings (one existing & one new)

**LOCATION:** 231 Bligh Street, Warrane

**RELEVANT PLANNING SCHEME:** Tasmanian Planning Scheme - Clarence

**ADVERTISING EXPIRY DATE:** 17 February 2026

The relevant plans and documents can be inspected at the Council offices, 38 Bligh Street, Rosny Park, during normal office hours until 17 February 2026. In addition to legislative requirements, plans and documents can also be viewed at [www.ccc.tas.gov.au](http://www.ccc.tas.gov.au) during these times.

Any person may make representations about the application to the Chief Executive Officer, by writing to PO Box 96, Rosny Park, 7018 or by electronic mail to [clarence@ccc.tas.gov.au](mailto:clarence@ccc.tas.gov.au). Representations must be received by Council on or before 17 February 2026.

To enable Council to contact you if necessary, would you please also include a day time contact number in any correspondence you may forward.

Any personal information submitted is covered by Council's privacy policy, available at [www.ccc.tas.gov.au](http://www.ccc.tas.gov.au) or at the Council offices.

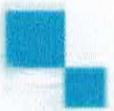
## **Application for Development / Use or Subdivision**

Use this form to obtain planning approval for developing or using land, including subdividing it into smaller lots or lot consolidation.

Proposal: Proposed 2 Dwellings (1 Existing)

Location: **231 Bligh Street, Warrane**

**Personal Information Removed**



Is the property on the Tasmanian Heritage Register?

Yes  No

If yes, we recommend you discuss your proposal with Heritage Tasmania prior to lodgement as exemptions may apply which may save you time on your proposal.

If you had pre-application discussions with City of Clarence, please provide planner's name:

Current use of site: **Existing single dwelling**

Does the proposal involve land administered or owned by the Crown or Council? Yes  No

**Declaration**

- I have read the Certificate of Title and Schedule of Easements for the land and am satisfied that this application is not prevented by any restrictions, easements or covenants.
- I authorise the provision of a copy of any documents relating to this application to any person for the purposes of assessment or public consultation. I agree to arrange for the permission of the copyright owner of any part of this application to be obtained. I have arranged permission for Council's representatives to enter the land to assess this application
- I declare that, in accordance with Section 52 of the Land Use Planning and Approvals Act 1993, that I have notified the owner of the intention to make this application. Where the subject property is owned or controlled by Council or the Crown, their signed consent is attached.
- I declare that the information in this declaration is true and correct.

**Acknowledgement**

- I acknowledge that the documentation submitted in support of my application will become a public record held by Council and may be reproduced by Council in both electronic and hard copy format in order to facilitate the assessment process; for display purposes during public consultation; and to fulfil its statutory obligations. I further acknowledge that following determination of my application, Council will store documentation relating to my application in electronic format only.

## **Personal Information Removed**

Please refer to the development/use and subdivision checklist on the following pages to determine what documentation must be submitted with your application.



## **Development/use or subdivision checklist**

### **Mandatory Documents**

This information is required for the application to be valid. We are unable to proceed with an application without these documents.

- Details of the location of the proposed use or development.
- A copy of the current Certificate of Title, Sealed Plan, Plan or Diagram and Schedule of Easements and other restrictions for each parcel of land on which the use or development is proposed.
- Full description of the proposed use or development.
- Description of the proposed operation. May include where appropriate: staff/student/customer numbers; operating hours; truck movements; and loading/unloading requirements; waste generation and disposal; equipment used; pollution, including noise, fumes, smoke or vibration and mitigation/management measures.
- Declaration the owner has been notified if the applicant is not the owner.
- Crown or Council consent (if publically-owned land).
- Any reports, plans or other information required by the relevant zone or code.
- Fees prescribed by the City of Clarence.

Application fees (please phone 03 6217 9550 to determine what fees apply). An invoice will be emailed upon lodgement.

### **Additional Documents**

In addition to the mandatory information required above, Council may, to enable it to consider an application, request further information it considers necessary to ensure that the proposed use or development will comply with any relevant standards and purpose statements in the zone, codes or specific area plan, applicable to the use or development.

- Site analysis and site plan, including where relevant:
  - Existing and proposed use(s) on site.
  - Boundaries and dimensions of the site.
  - Topography, including contours showing AHD levels and major site features.
  - Natural drainage lines, watercourses and wetlands on or adjacent to the site.
  - Soil type.
  - Vegetation types and distribution, and trees and vegetation to be removed.



- Location and capacity of any existing services or easements on/to the site.
- Existing pedestrian and vehicle access to the site.
- Location of existing and proposed buildings on the site.
- Location of existing adjoining properties, adjacent buildings and their uses.
- Any natural hazards that may affect use or development on the site.
- Proposed roads, driveways, car parking areas and footpaths within the site.
- Any proposed open space, communal space, or facilities on the site.
- Main utility service connection points and easements.
- Proposed subdivision lot boundaries.

Where it is proposed to erect buildings, detailed plans with dimensions at a scale of 1:100 or 1:200 showing:

- Internal layout of each building on the site.
- Private open space for each dwelling.
- External storage spaces.
- Car parking space location and layout.
- Major elevations of every building to be erected.
- Shadow diagrams of the proposed buildings and adjacent structures demonstrating the extent of shading of adjacent private open spaces and external windows of buildings on adjacent sites.
- Relationship of the elevations to natural ground level, showing any proposed cut or fill.
- Materials and colours to be used on roofs and external walls.

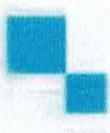
Where it is proposed to erect buildings, a plan of the proposed landscaping showing:

- Planting concepts.
- Paving materials and drainage treatments and lighting for vehicle areas and footpaths.
- Plantings proposed for screening from adjacent sites or public places.

Any additional reports, plans or other information required by the relevant zone or code.

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This list is not comprehensive for all possible situations. If you require further information about what may be required as part of your application documentation, please contact City of Clarence Planning team on (03) 6217 9550.



# Planning Submission

**Proposed 1 Dwelling +  
1 Existing Dwelling**

at

231 Bligh Street,  
Warrane,  
Tasmania

for

**Personal Information Removed**

Tas Building Design Pty Ltd  
P.O.Box 2018  
Howrah 7018  
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p. 0408 882 283

January 2026.

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## **appendix**

- i. - Certificate of title information
- ii – Rogerson and Birch Survey
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## **attachments**

- sk01 – Existing Site Plan
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- sk06 - Soil & Water Management Plan
- sk07 – Floor Plan – Dwelling B
- sk08 – Elevations– Dwellings B
- sk09 – Plans – Dwelling A
- sk10 – Elevations – Dwelling A

## 1. - Introduction

The application is for one new dwellings and one existing dwelling .

The site is zoned General Residential under the Clarence City Council Tas Planning Scheme. The proposed development submitted is for one new single storey strata title dwellings (and one existing dwelling) with 3 bedrooms to the new dwelling.

## 2. – Site Location

The proposed two dwelling development site address is located at 231 Bligh Street, Warrane on one title. The development is located on the southern side of Bligh Street. The land falls slightly to the north aspect and is within an existing homes area. The lot abuts existing residential homes/units.

## 3.- Design statement

The proposed development is designed for a strata title development and is aimed to provide general low maintenance dwellings. The dwellings are located within an existing homes area and is close to all local services.

Careful design allows for comfortable access to the new dwelling for pedestrians and vehicles.

The new dwelling will have face brickwork finish to walls and colorbond hip roofs. The existing dwelling A will retain the weatherboard cladding.

Living spaces are located to the north for all dwellings with access to the north facing courtyard. Placement of windows and planting will be used to give privacy and hide overlooking of open spaces to each dwelling and the surrounding properties.

## 4. – Proposed Development Facts

### a.) Strata Title outline

The property at 231 Bligh Street consists of one title (CT.54573/5). If approved, the development would be built as a staged strata title development.

### b.) Dwelling density/plot ratio

The General Residential Zone allows for multiple residential with a minimum of 325 sq.m. per dwelling site. The site area is 669 sq.m. The plot ratio allows for a maximum 2 dwellings for the site under the General Residential zone requirements. We are applying for 2 dwellings (1 new+1 existing) for this application which calculates out to 334.5 sq.m. per dwelling site.

### c.) Height

The maximum height for the new Dwellings B at 4230mm.

### d.) Setbacks to boundaries

The Proposed Dwellings B complies to the building envelope for side and rear boundaries.

### e.) Private open spaces

Dwelling B private open space is located to the north facing courtyard. The Existing Dwelling A private open space is located facing north to the existing frontage. A fence is located to the front boundary.

### f.) Colour scheme/finishes

The proposed development will provide non-reflective colours to blend into the existing landscape and neighbouring properties. Selection of wall colour (brick) and colorbond roofing provide the main finishes. Fencing, driveway and landscaping provide a secondary colour scheme adding variety of colour and finishes separation.

### g.) Site levels

Generally the site falls slightly to the north.

### h.) Lighting

Parking and vehicle circulation will have external lighting covering these areas. This lighting will enable safe access for vehicles and pedestrians alike without light transferring into adjoining properties.

#### i.) Landscaping

Landscaping within the development will be low maintenance including shrubs, plantings, trees, fencing, driveway and courtyards. Refer to Landscape Plan for further information.

#### j.) Waste Management/Waste Collections

The bin placement/waste collection on collection day will be located in front of the property on Bligh Street and kept in each private courtyard area as indicated on the drawings.

## 5. – Impact to neighbouring sites

The property is within an existing homes area. The infill site with the open spaces to the rear is a good use of residential land development. The impact to the existing neighbouring sites is low-impact and the development generally complies to the planning scheme requirements.

## 6. – Site servicing

The existing 100mm dia sewer is connected at the front of the site as located by the land surveyors and will service both dwellings.

There is a new 25 (ID) water connection shown to the front of the property.

A new 150mm dia stormwater main is required to the front of the property to a new kerb and gutter outlet. A new 150mm connection is shown within the property.

Detention will be in the form of stormwater tanks to the two new dwellings and stormstack pits to the driveway. Detention calculations can be provided at construction drawings stage.

Power and NBN close to the front boundary.

## 7. – Access and parking

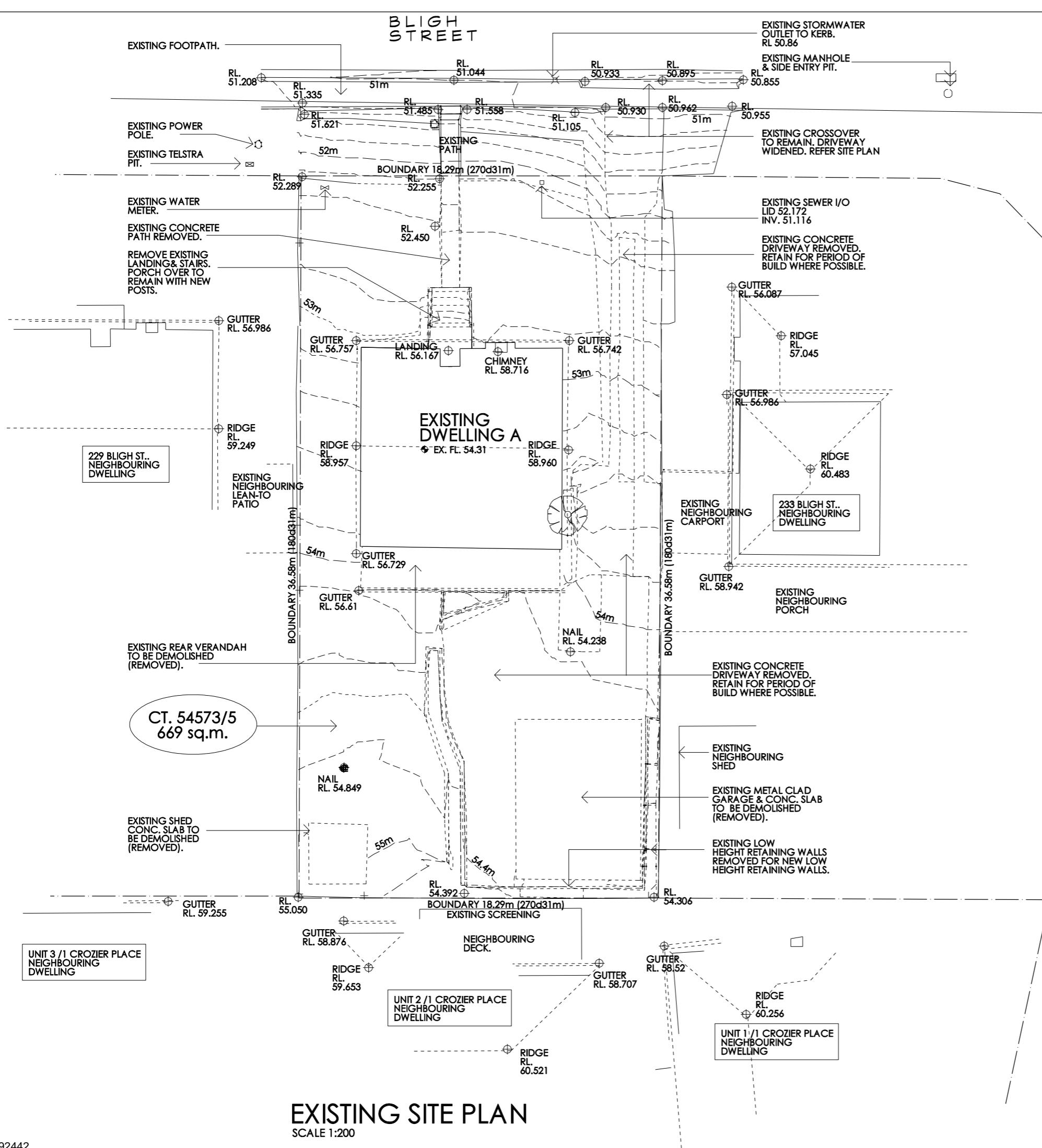
The property has an existing 3880mm crossover with the crossover continuing to the neighbouring driveway. The driveway width continues into the property 3880mm wide with a passing bay to the front parking areas.

The proposed development includes 5 car spaces. The new dwelling has 2 car spaces and the existing dwelling has 2 new car spaces. A visitor space is shown for the 5<sup>th</sup> car space. All car spaces meet the acceptable turning areas. Refer to TIA – Hubble Traffic attached.

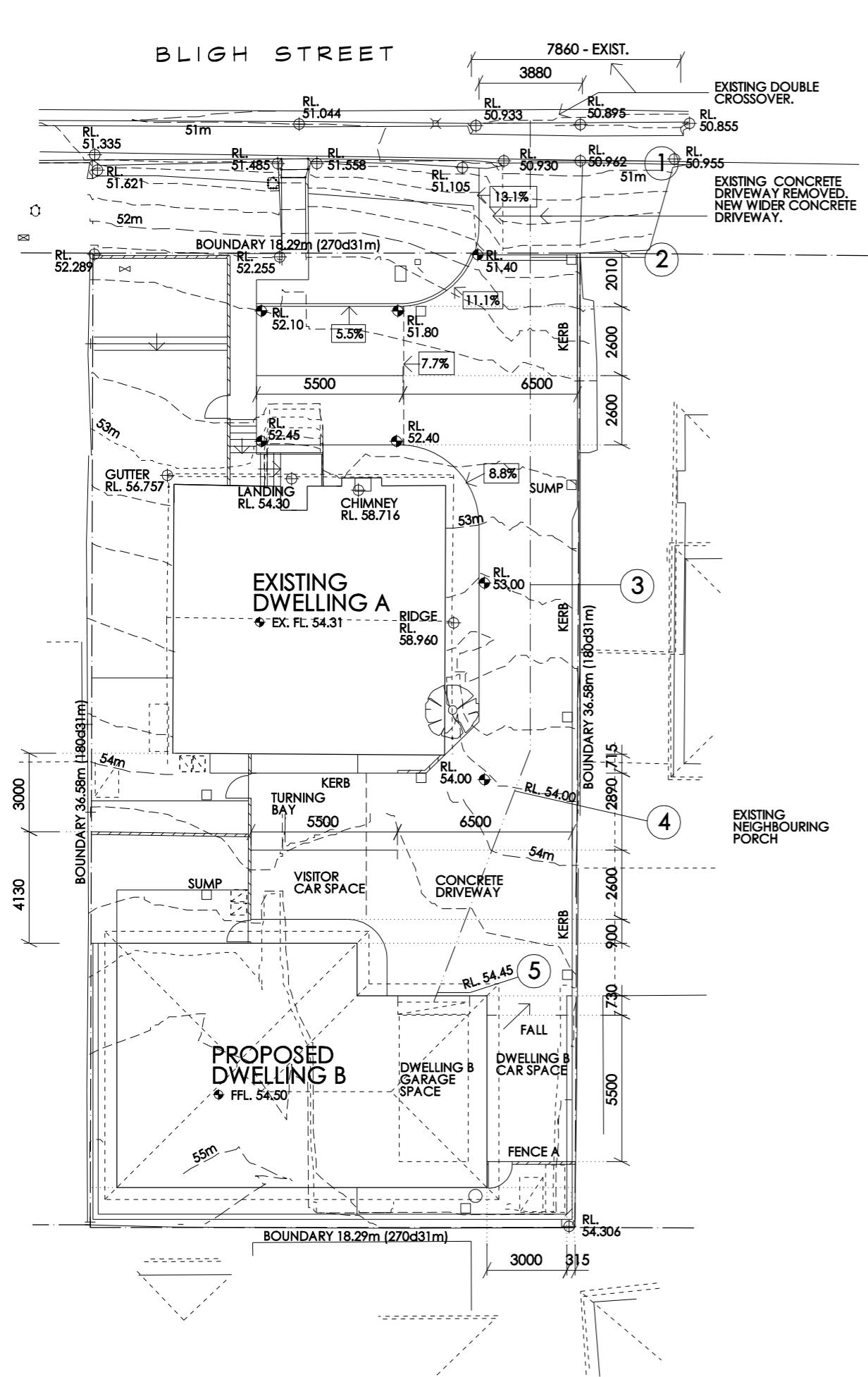
## 8. – Conclusion

The proposal for the proposed new strata dwellings and one existing dwelling will be a quality residential development for the Austins Warrane suited for an infill residential development and the General Residential Zone allows for this type of development.

The proposed development would be a valuable addition to the Clarence City Council municipality.

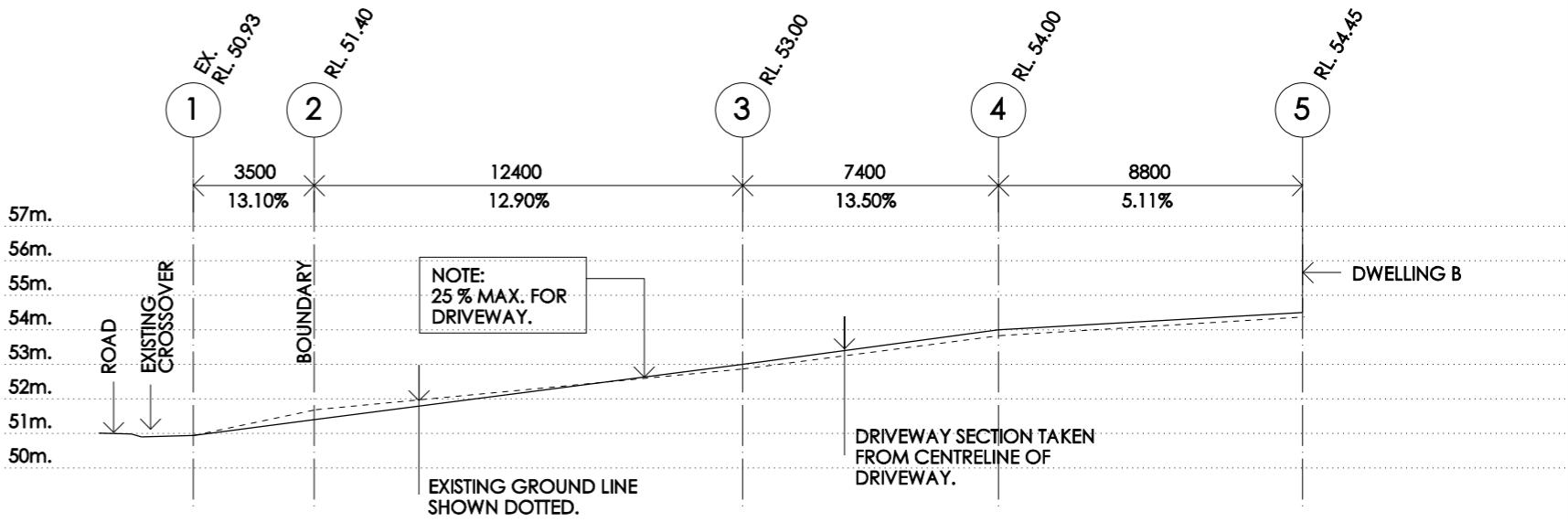






## SITE ACCESS PLAN

SCALE 1:200



## DRIVEWAY SECTION

SCALE 1:200

NOTE: - DRIVEWAY TO COMPLY WITH AS. 2890.1

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Project and Address:  
**Proposed Development at No. 231 Bligh St., Warrane.**

Client:  
**Mr. M. Saini and Ms. K. Bala**

Drawing Title:  
**Site Access Plan**

**DRIVEWAY/PARKING NOTES**

1. THE FINISHED GRADIENT SHALL NOT EXCEED 1 IN 5 (20%)
2. VERTICAL ALIGNMENT SHALL INCLUDE TRANSITION CURVES TO AS 2890.1 C1 2.5.3 (C) AT ALL GRADE CHANGES GREATER THAN 12.5%.
3. MANOEUVRING AREAS TO HAVE A MAXIMUM GRADIENT OF 10%.

**NOTE:**  
DRIVEWAY & PARKING AREAS TO BE MIN. 125 THICK, 25 Mpa CONCRETE, SL82(C) OVER 100 MIN. COMPACTED THICKNESS, 20mm F.C.R. OVER APPROVED TRIMMED AND COMPACTED SUBGRADE.  
REFER DETAIL SHEET FOR DRIVEWAY DETAILS.

Please note: - Verify all dimensions on site. Figured dimensions take precedence over scale readings.

Plot Date: 07/12/2025 Drawn: KJR

Approval: preliminary Scale: 1:200 @ A3

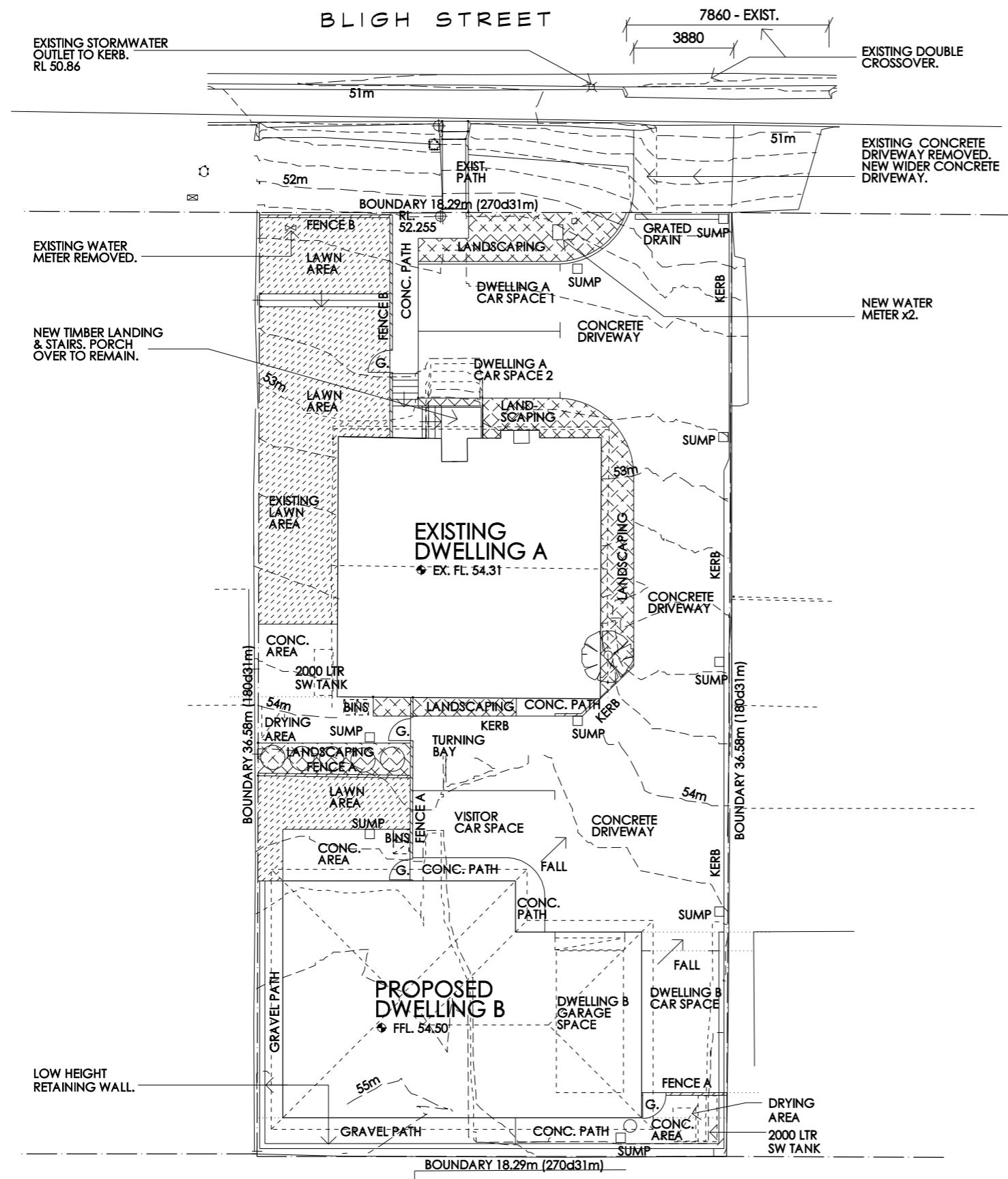
Project No.: **25.15**

Drawing No.: **sk03**

Rev. **-**

**NORTH**





## SITE LANDSCAPE PLAN

SCALE 1:20

## LANDSCAPE LEGEND

**FENCE A 1800 HIGH TIMBER PALING FENCE**

**FENCE B 1200 HIGH SQUARE TOP PICKET FENCE**

G. GATE

**SUMP 450x450 STORMWATER PITS  
4 NO. STORM SACKS TO DRIVEWAY**

20



ROCKERY GARDEN/LANDSCAPING -  
MULCHED GARDEN BED WITH  
LOW SHRUBS(LS), HEDGING (H)  
& GROUNDCOVERS (G) INCLUDING  
- ADENANDRA UNOFOLIATA (LS) 1m x 1m  
- ANISODONTEA CAPENSIS (LS) 1m x 1m  
- BRAHYSCOME MULTIFIDA (GC) 30cm x 60cm  
- CALLISTEMON SPECIES (H) 3m x 1.5m  
- CISTUS SPECIES (LS) 1m x 1m  
- CONVOLVULUS CNEORUM (GC) 30cm x 1m  
- DIANELLA VARIETIES (GRASS SPECIES) 1m x 20cm  
- LAVENDER - DWARF VARIETIES (LS) 1m x 1m  
- PITTOSPORUM VARIETIES (H) 3m x 1m  
- ROSEMARY GROUNDCOVER (G) 20cm x 75cm  
- WESTRINGIA JERVIS GEM (LS) 1m x 1m



**NOTE:**  
QUANTITIES OF SHRUBS TO BE CO-ORDINATED  
ON SITE WITH COUNCIL/BUILDER/LANDSCAPER.

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**Project and Address:**  
**Proposed Development**  
**at No. 231 Bligh St.,**  
**Warrane**

Client:

Drawing Title:

**Please note: - Verify all dimensions on site. Figured dimensions take precedence over scale readings.**

Plot Date: 07/12/2025 Drawn: KJR

Approval: preliminary Scale: 1:200 @ A3

Project No.:

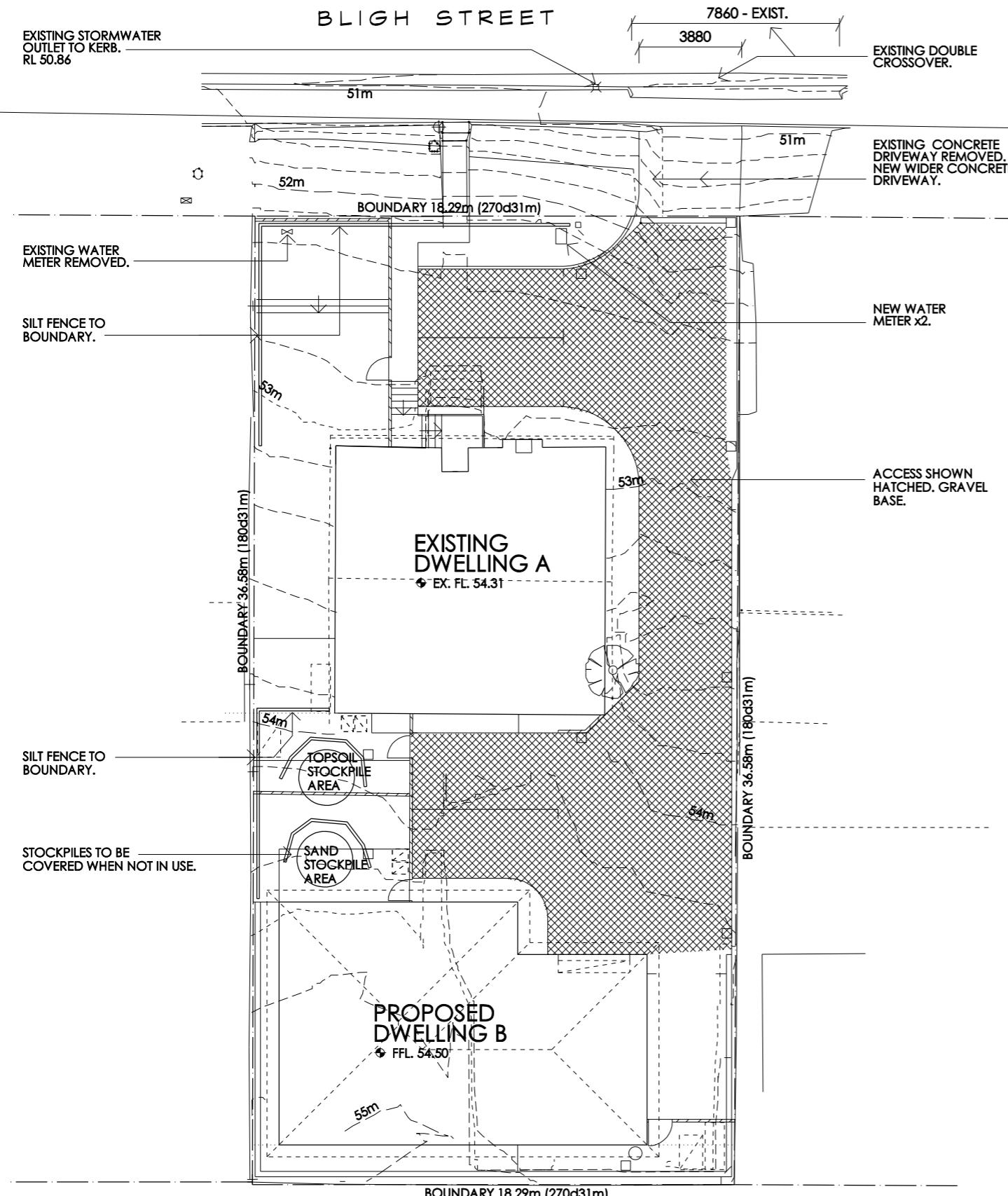
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Drawing No.: Rev.

NORTH

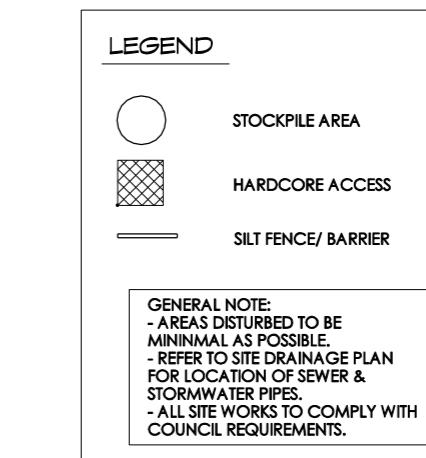
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## SOIL & WATER MANAGEMENT PLAN

SCALE 1:200



**SOIL AND WATER MANAGEMENT PLAN**

- ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE FOLLOWING GUIDELINE PUBLICATIONS: SOIL AND WATER MANAGEMENT ON BUILDING AND CONSTRUCTION SITES FACT SHEETS (DERWENT ESTUARY PROGRAM).
- THE SOIL AND WATER MANAGEMENT CODE OF PRACTICES FOR HOBART REGIONAL COUNCILS.
- WHERE REQUIRED - EXISTING RUBBISH, CORSE, BLACKBERRIES ETC. TO BE REMOVED FROM SITE.
- SILT FENCE 2000 TO BE INSTALLED TO LOWER BOUNDARIES OF THE PROPERTY WHERE SHOWN.
- SILT FENCE TO BE SECURED WITH STAR DROPPERS AT MAX. 2m CENTRES, WITH FENCING TO BE PINNED TO THE GROUND IN BETWEEN.
- PROVIDE TEMPORARY SILT RETENTION TRAPS AT ALL OUTFALLS, WHICH ARE TO BE REINSTATED AT COMPLETION OF WORKS.
- PROVIDE HAY BALES, SECURED IN PLACE, AT ALL OUTFALLS, INCLUDING SILT RETENTION TRAPS.
- PROVIDE WEEKLY MONITORING & MAINTENANCE TO REMAIN EFFECTIVE/CLEAR.
- DISRUPTION OF EXISTING SOILS AND VEGETATION TO BE MINIMISED. REFER ITEM 2.
- MATERIALS ARE ONLY TO BE STOCKPILED ON SITE AT DESIGNATED AREAS.
- INSTALL SILT FENCE TO LOWER SIDE OF MATERIALS STOCKPILED ON SITE.
- NO SOIL OR MUD IS TO BE TRACKED ONTO COUNCIL ROADS BY VEHICLES LEAVING THE SITE. MAINTAIN GRAVEL TURNING AREAS AS REQUIRED TO FACILITATE MANOEUVRING.
- ALL DISTRIBUTED AREAS REMAINING ARE TO BE LOAMED AND GRASSED.

**EROSION AND SEDIMENT CONTROL**

- ALL CONSTRUCTION MATERIAL TO BE STOCKPILED WITHIN THE SITE BOUNDARIES.
- ALL VEHICLES TO BE LOADED AND UNLOADED WITHIN PROPERTY BOUNDARY.
- ALL ROADS AND FOOTPATHS SHALL BE KEPT CLEAR OF ALL BUILDING MATERIALS, RUBBISH AND DEBRIS.

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Project and Address:  
**Proposed Development at No. 231 Bligh St., Warrane.**

Client:  
**Mr. M. Saini and Ms. K. Bala**

Drawing Title:  
**Soil & Water Management Plan**

Please note: - Verify all dimensions on site. Figured dimensions take precedence over scale readings.

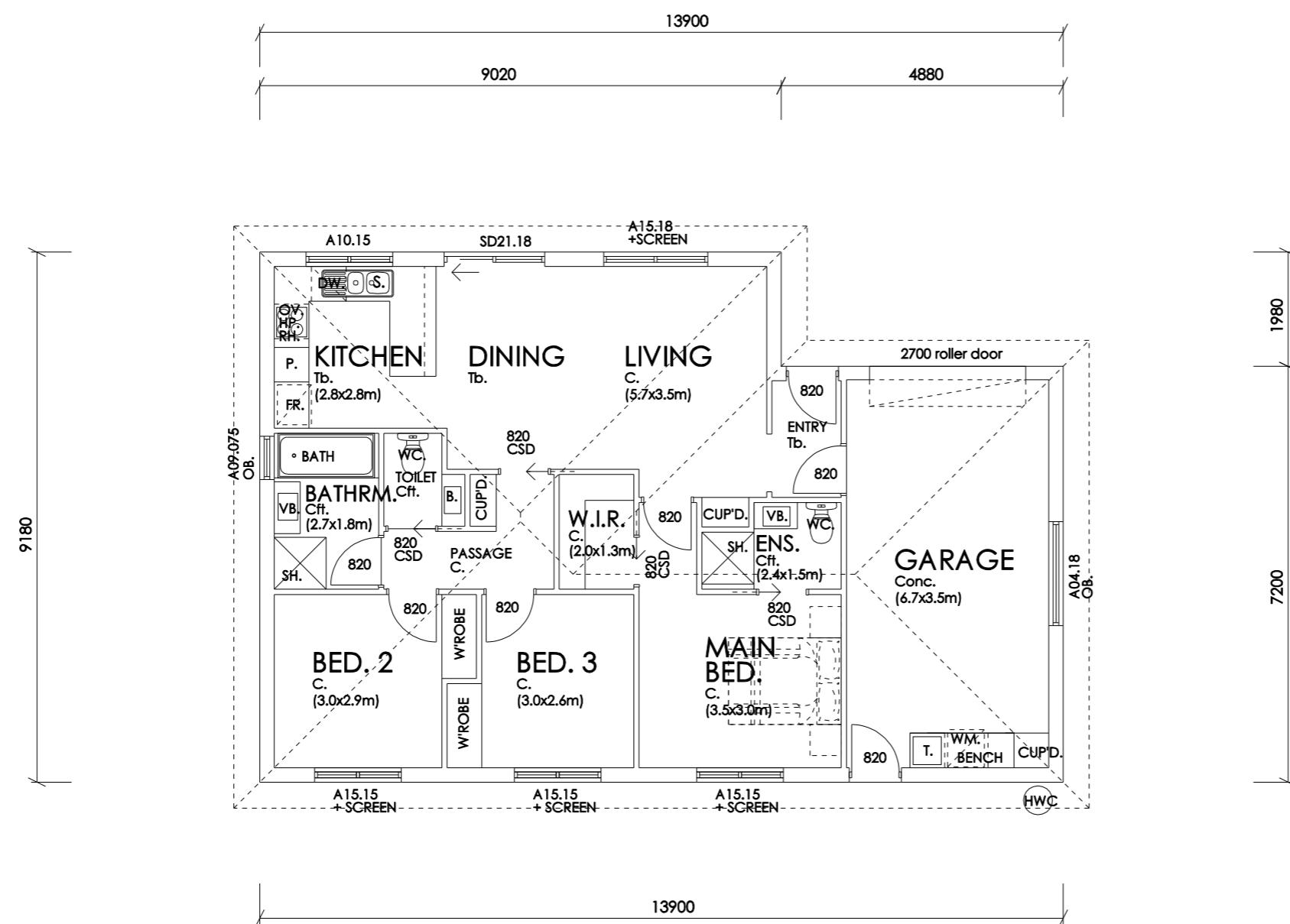
Plot Date: 07/12/2025 Drawn: KJR

Approval: preliminary Scale: 1:200 @ A3

Project No.: **25.15**

Drawing No.: **sk06** Rev. **-**





## FLOOR PLAN - DWELLING B

SCALE 1:100

TOTAL FLOOR AREA :- 118 sq.m. 12.7 sq.

PORCH AREAS:- 2sq.m, 0.2sq

FLOOR PLAN LEGEND	
	BRICKWORK WALLS
	90mm STUD WALLS.
C.	CARPET
Cft.	CERAMIC FLOOR TILES
Conc.	CONCRETE FLOOR FINISH
CJ.	CONTROL JOINT

Please note: - Verify all dimensions on site. Figured dimensions take precedence over scale readings.

Not Date: 07/12/2025 | Drawn: KJR

Approval: preliminary Scale: 1:100 @ A3

 Project No.:

25.15

Drawing No : Rev.

sk07

## WORKING GROUPS

COLORBOND CUSTOM  
ORB ROOF SHEETING  
AT 22.5 DEGREE PITCH.

ceiling level  
COLORBOND GARAGE  
DOOR.

floor level  
boundary

NEW GROUND  
LINE.

EXISTING GROUND  
LINE SHOWN DOTTED.

## NORTH ELEVATION - DWELLING B

SCALE 1:100

45 degrees  
TIMBER SCREEN TO  
1700 A.F.L.  
25% TRANSPERANCY.

ARTICULATED  
FACE BRICKWORK.  
BRICK ON EDGE  
SILLS.

POWDERCOATED ALUMINIUM  
SLIDING DOOR.

COLORBOND GUTTERS  
& FASCIAS.

ceiling level

ARTICULATED  
FACE BRICKWORK.

floor level

NEW GROUND  
LINE.

EXISTING GROUND  
LINE SHOWN DOTTED.

## WEST ELEVATION - DWELLING B

SCALE 1:100

ceiling level  
boundary (3000)

POWDERCOATED ALUMINIUM  
SLIDING DOOR.

floor level

NEW GROUND  
LINE.

EXISTING GROUND  
LINE SHOWN DOTTED.

## SOUTH ELEVATION - DWELLING B

SCALE 1:100

45 degrees  
ARTICULATED  
FACE BRICKWORK.

EXISTING  
DWELLING A

45 degrees  
ceiling level  
boundary (3000)

ARTICULATED  
FACE BRICKWORK.

floor level

## EAST ELEVATION - DWELLING B

SCALE 1:100

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Project and Address:  
Proposed Development  
at No. 231 Bligh St.,  
Warrane.

Client:  
Mr. M. Saini and Ms. K. Bala

Drawing Title:  
DWELLING B ELEVATIONS

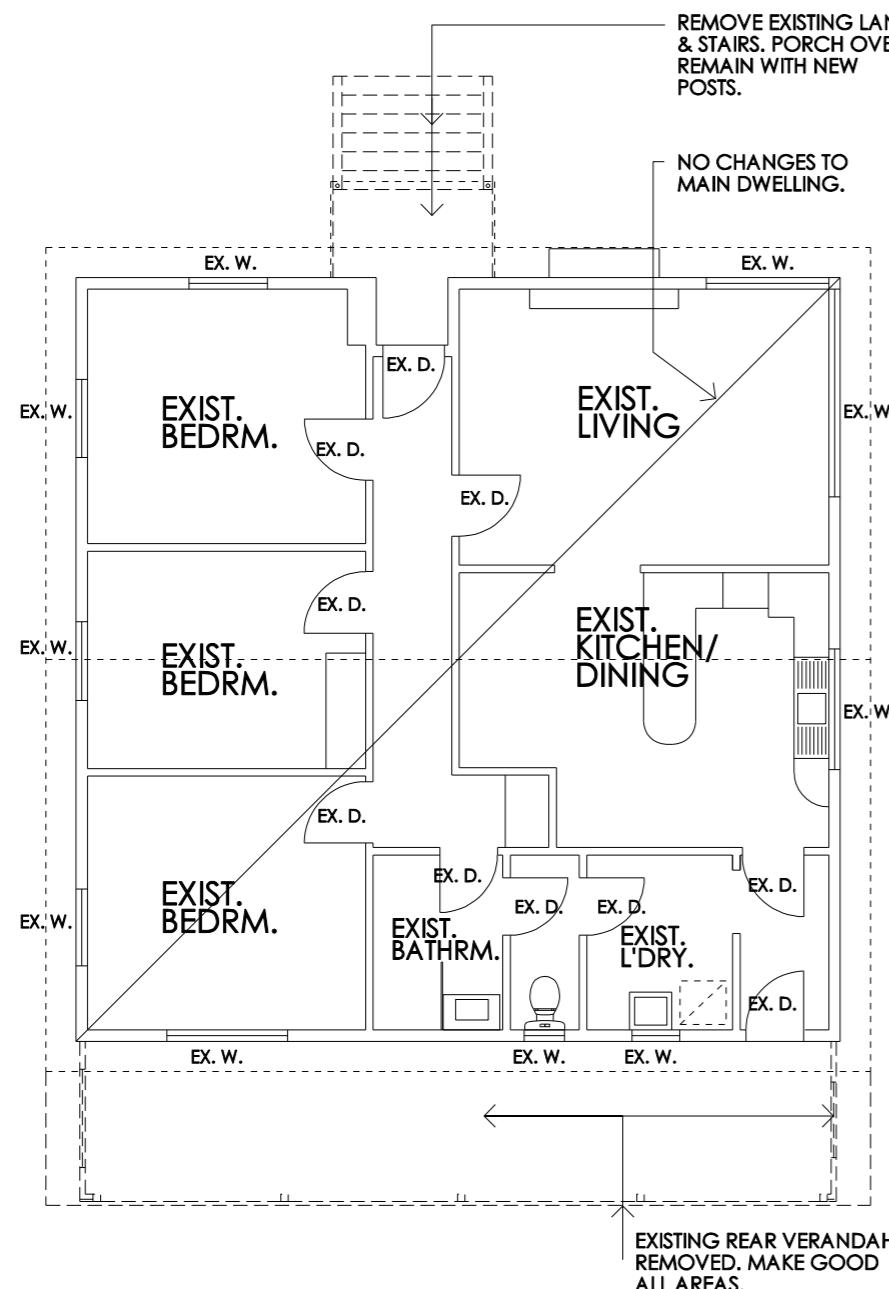
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Plot Date: 07/12/2025 Drawn: KJR

Approval: preliminary Scale: 1:100 @ A3

Project No.: 25.15

Drawing No.: sk08 Rev.  
-

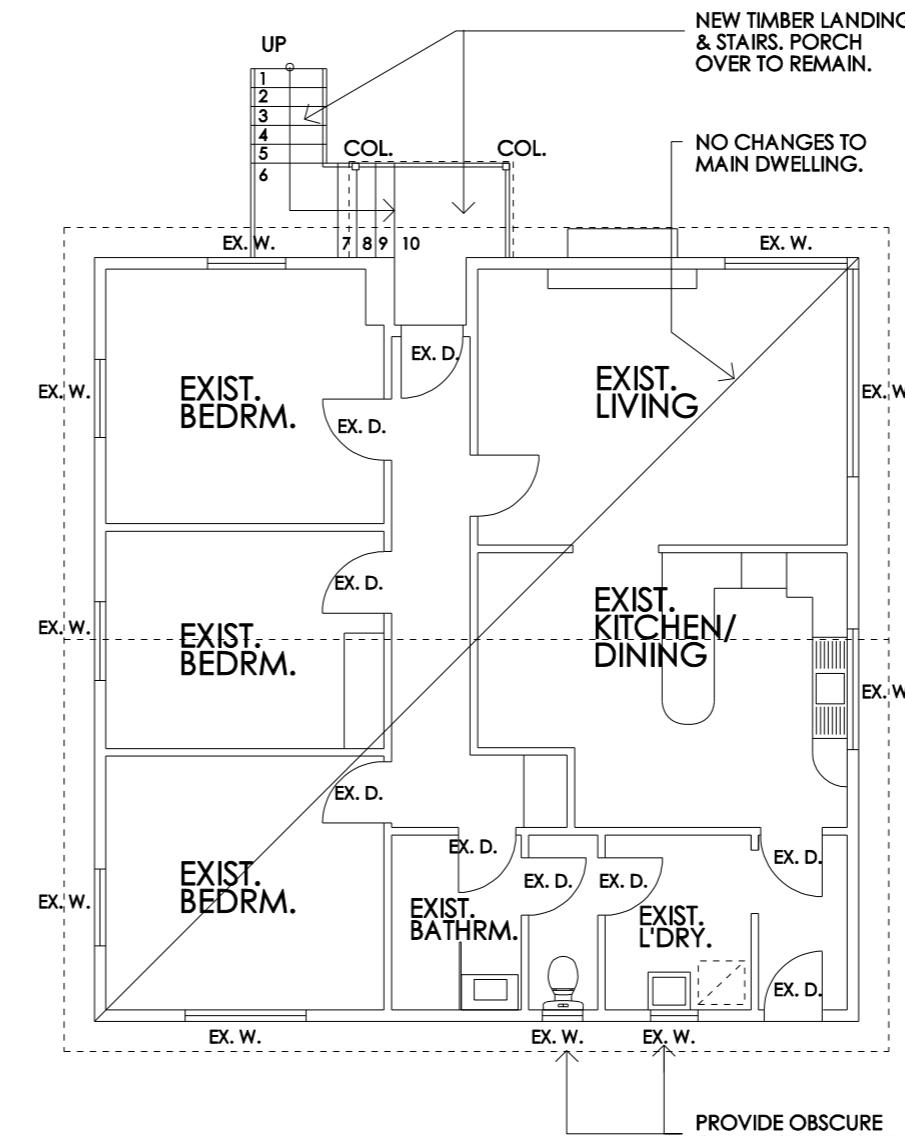


# DEMOLITION PLAN - EXISTING DWELLING A

SCALE 1:100

**note:**

- all works shown dotted (walls, etc.) are to be removed or demolished.
- salvage all items where possible & store to proprietors direction unless to be re-used.
- demolition showing main items. contractor to allow for all demolition to suit the intent of the overall works.



## **FLOOR PLAN - EXISTING DWELLING A**

SCALE 1:100

TOTAL FLOOR AREA :- 101 sq.m, 10.9 sq.yds  
PORCH AREAS:- 2sq.m, 0.2sq.yds

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**Project and Address:**

Client: **Mr. M. Saini and Ms. K. Bala**

**Drawing Title:**  
**Existing Dwelling A Plans**

**Please note: - Verify all dimensions on site. Figured dimensions take precedence over scale readings.**

Plot Date: 07/12/2025 Drawn: KJR

Approval: Preliminary

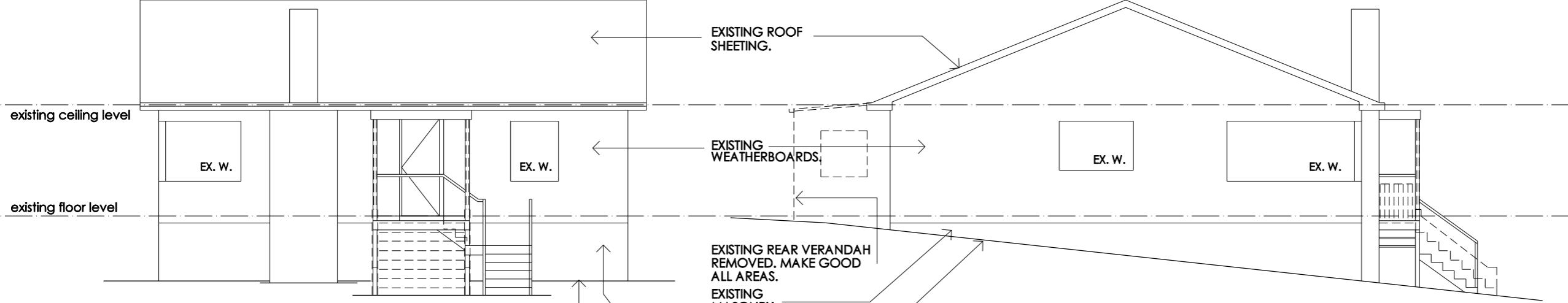
Approval: preliminary Scale: 1:1000 © AS

Project No.: 2515

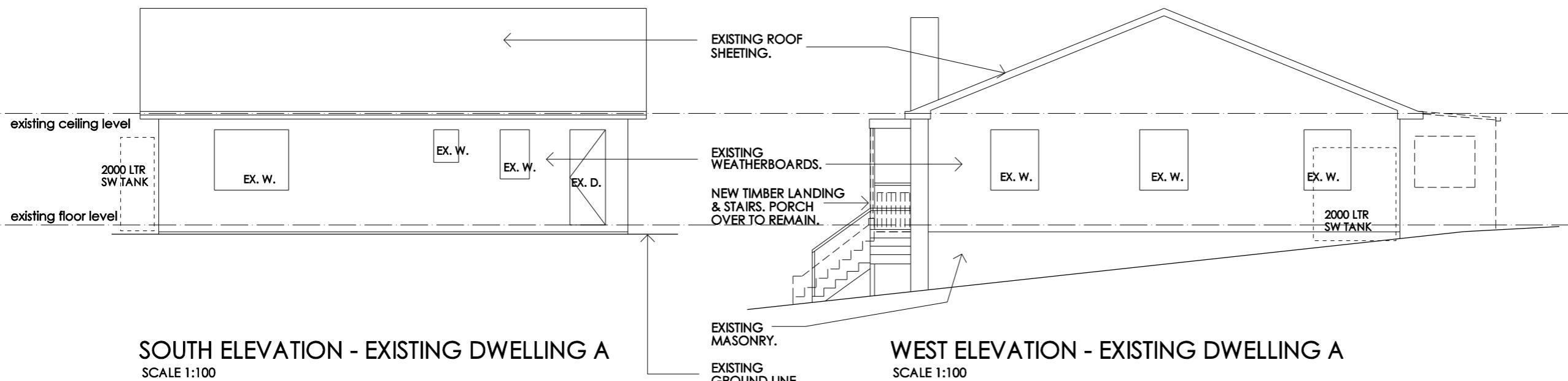
23.15

Drawing No.: Rev.

sk09 -



**NORTH ELEVATION - EXISTING DWELLING A**  
SCALE 1:100



**SOUTH ELEVATION - EXISTING DWELLING A**  
SCALE 1:100

**EAST ELEVATION - EXISTING DWELLING A**  
SCALE 1:100

**WEST ELEVATION - EXISTING DWELLING A**  
SCALE 1:100

ELEVATION LEGEND	
EX. W.	EXISTING WINDOW
EX. D.	EXISTING DOOR

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**Project and Address:**  
Proposed Development at No. 231 Bligh St., Warrane.

**Client:**  
Mr. M. Saini and Ms. K. Bala

**Drawing Title:**  
**Existing Dwelling A Elevations**

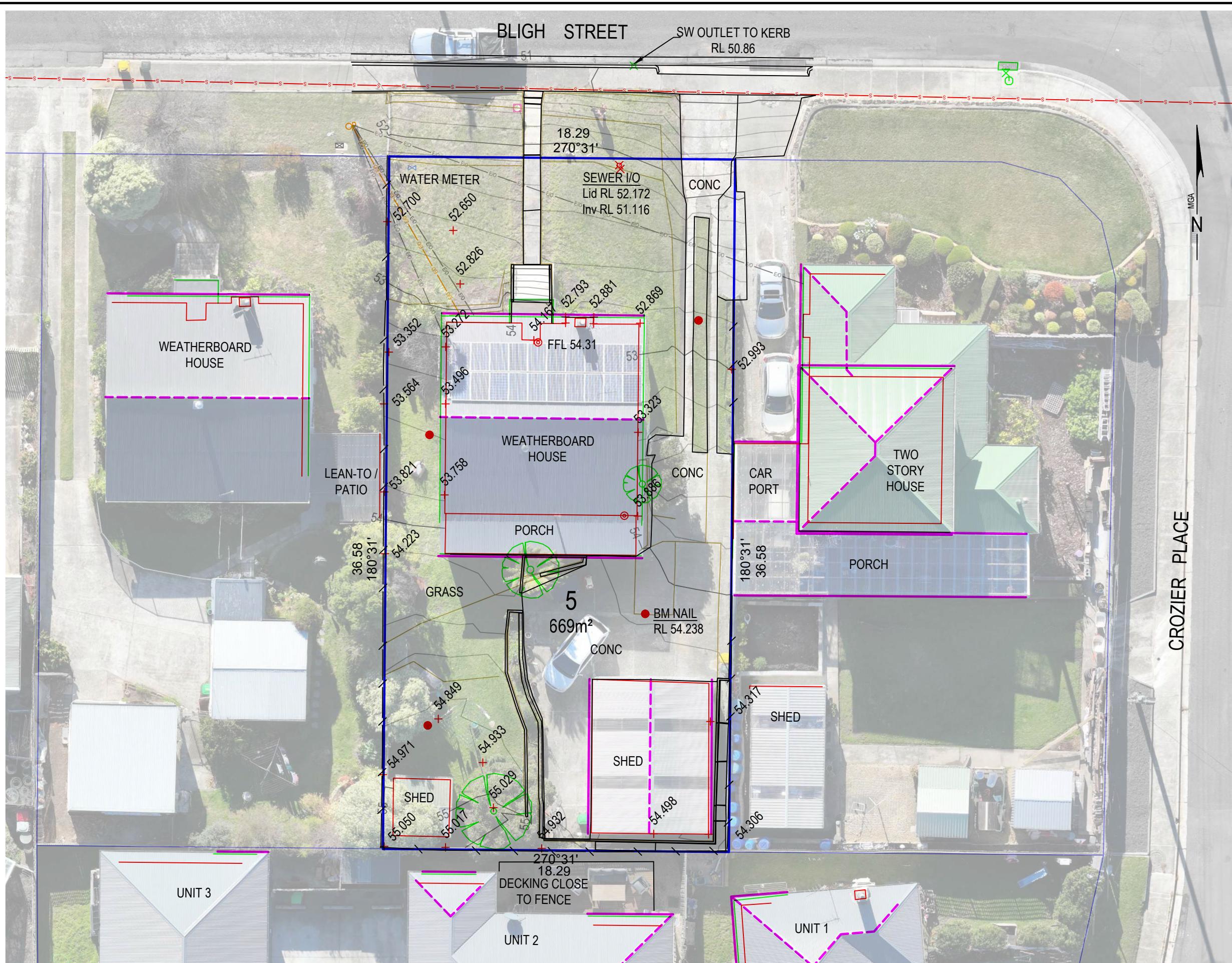
Please note: - Verify all dimensions on site. Figured dimensions take precedence over scale readings.

Plot Date: 07/12/2025 Drawn: KJR

Approval: preliminary Scale: 1:100 @ A3

Project No.: **25.15**

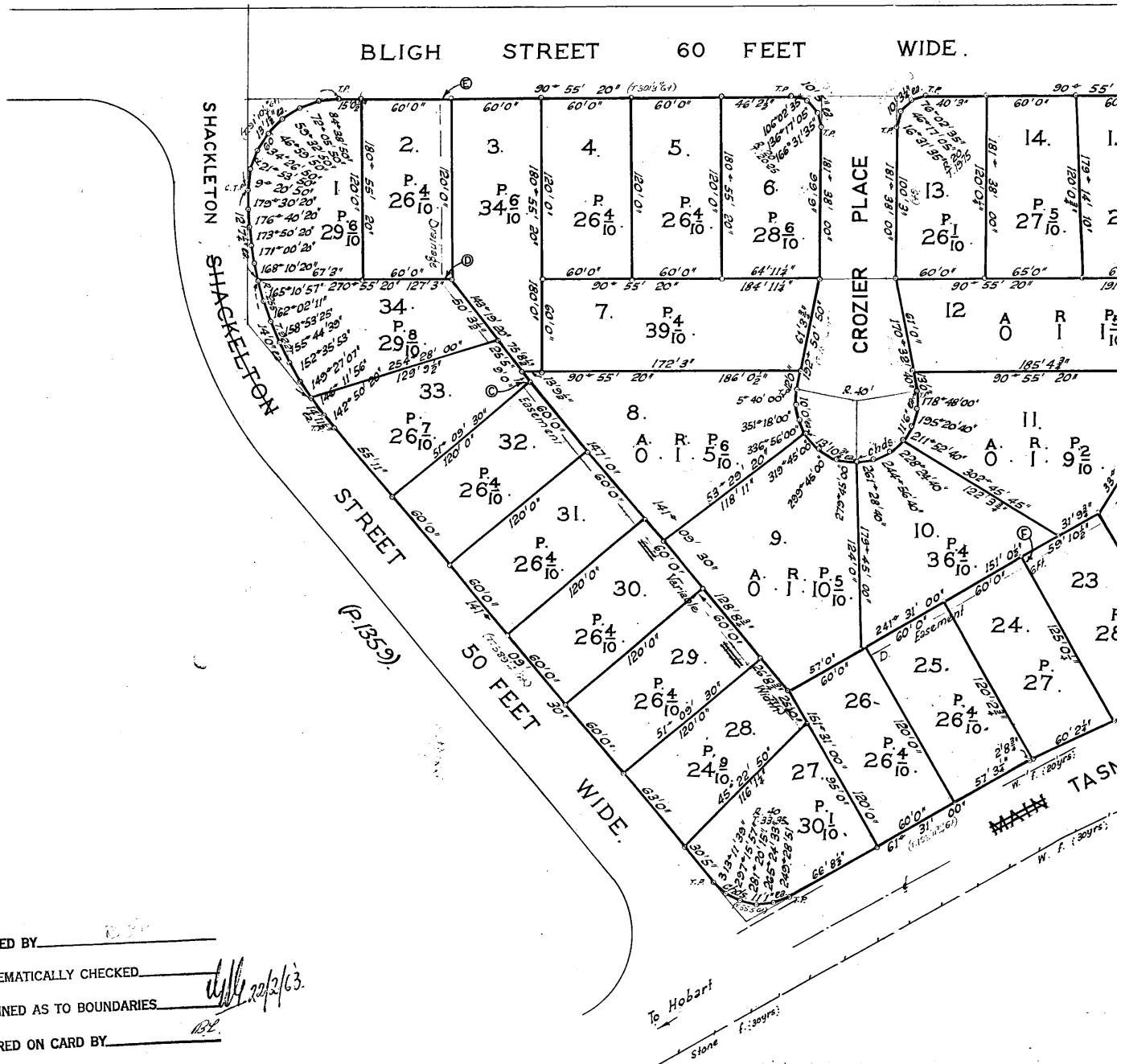
Drawing No.: **sk10** Rev. **-**



Separate Titles Issued Program No. 58. SEE

(P.1656)

P.1656

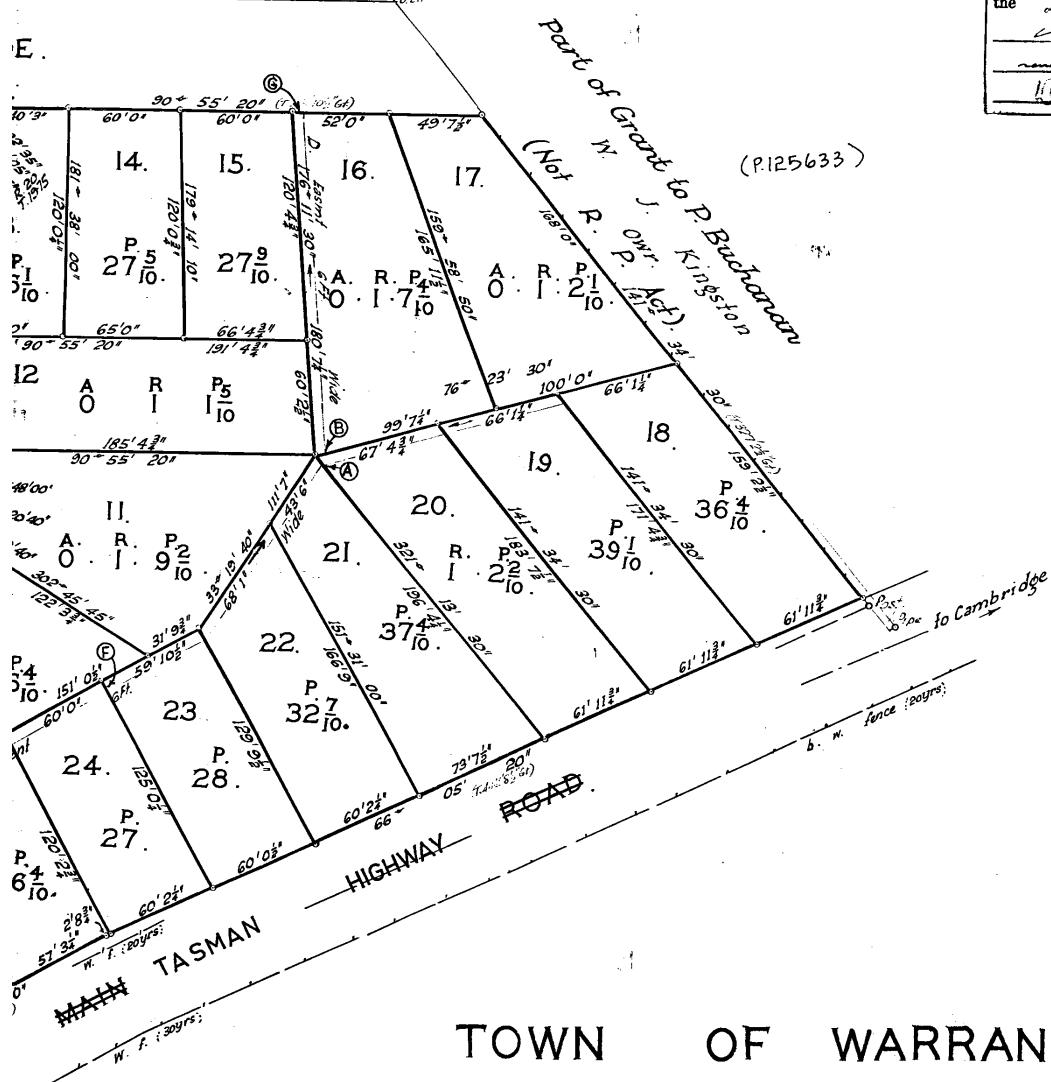


Issued Program No. 58. SEE FNS

P/I

1656

E.



The Common Seal of the Municipality of Clarence has been hereunto affixed in the presence of us this 24<sup>th</sup> day of ~~August~~ one thousand nine hundred and Sixty, in pursuance of authorisation given at a meeting of the Commissioners held on the 24<sup>th</sup> day of ~~August~~ 1966.

Edward Chairman  
John Commissioner  
William Secretary

b. Notarized

39878

26-12-0

10

## TOWN OF WARRANE WARRANE SUBDIVISION

COUNTY OF MONMOUTH

PARISH OF CLARENCE

Note  
Letters added  
16-11-89, 21-1-91

SCALE ~ 50 FEET TO AN INCH

Whole of 6. 3. 38<sup>1/2</sup> Lots 1 to 34 inc. Director of Housing Grantee & Owner 247-30 a.

SECTION Y

Part of 17 & 28 Acre for the Erection of Homes

**SEARCH OF TORRENS TITLE**

VOLUME	FOLIO
54573	5
EDITION	DATE OF ISSUE
8	13-Dec-2023

SEARCH DATE : 13-Jan-2026

SEARCH TIME : 06.56 pm

**DESCRIPTION OF LAND**

City of CLARENCE

Lot 5 on Plan **54573** (formerly being P1539(Y))Derivation : Part of 6A-3R-38.3/10Ps Granted to Director of  
HousingPrior CT **2011/24****SCHEDULE 1****N153524** TRANSFER to MAHESH SAINI and KIRAN BALA      Registered  
13-Dec-2023 at 12.01 pm**SCHEDULE 2**

Reservations and conditions in the Crown Grant if any

**E362052** MORTGAGE to National Australia Bank Limited  
Registered 13-Dec-2023 at 12.02 pm**UNREGISTERED DEALINGS AND NOTATIONS**

No unregistered dealings or other notations

# Traffic Impact Statement



Additional Residential Dwelling at  
231 Bligh Street, Warrane



Hubble Traffic

January 2026

Disclaimer: This report has been prepared based on and in reliance upon the information provided to Hubble Traffic Pty Ltd by the client and gathered by Hubble Traffic Pty Ltd during the preparation of the report. Whilst all reasonable skill, care and diligence has been used in preparation of the report, Hubble Traffic Pty Ltd take no responsibility for errors or omissions arising from misstatements by third parties.

This report has been prepared specifically for the exclusive use of the client named in the report and to the extent necessary, Hubble Traffic Pty Ltd disclaim responsibility for any loss or damage occasioned by use of or reliance upon this report, or the date produced herein, by any third party.

Version	Date	Reason for Issue
<b>Draft</b>	December 2025	Draft issued for client feedback
<b>Final</b>	January 2026	Final issued



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## 1. Introduction

Tas Building Design has engaged Hubble Traffic on behalf of the developers, to prepare an independent Traffic Impact Statement to evaluate the traffic implications of an additional residential dwelling at 231 Bligh Street, Warrane.

This assessment considers the anticipated additional traffic generation from the new residential dwelling and the proposed internal layout, ensuring that vehicles can enter and leave the site onto Bligh Street in a safe and efficient manner.

This report has been compiled to meet the requirements of Austroads' Guide to Traffic Management Part 12: Traffic Impacts of Developments (2019), and references the following information and resources:

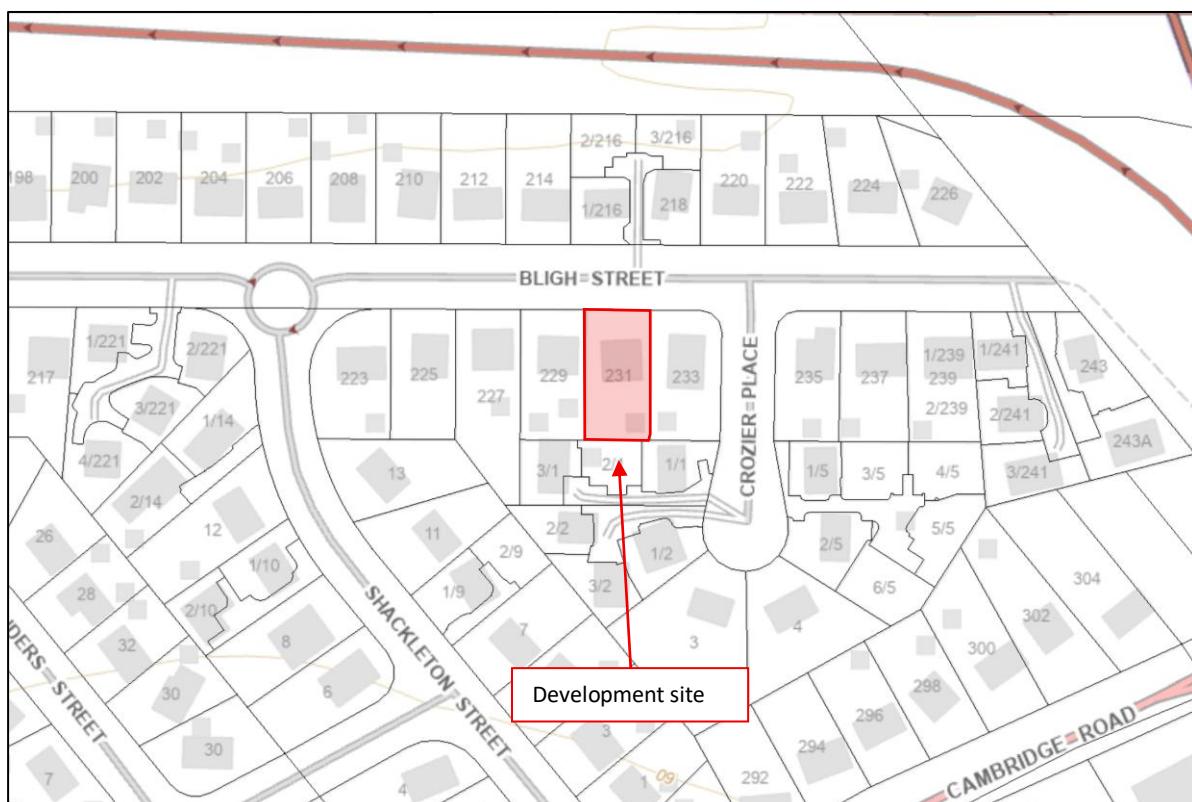
- Tasmanian Planning Scheme (Clarence)
- Transport for NSW (TfNSW) Guide to Transport Impact Assessment
- Australian Standards AS2890 parts 1, 2 and 6
- Austroads series of Traffic Management and Road Design
  - Part 3: Geometric Design
  - Part 4: Intersection and crossings, General
  - Part 4a: Unsignalised and Signalised Intersections
  - Part 12: Traffic Impacts of Development
- Autoturn Online vehicle turning software
- LIST – Land Information System Tasmania Database

## 2. Development site

Located at 231 Bligh Street, Warrane, the development site is a parcel of land occupied by a residential dwelling. The land is situated within an established urban residential area, located in close proximity to Tasman Highway and South Arm Highway.

The site shares an existing double vehicular access onto Bligh Street with the adjacent property at 233 Bligh Street.

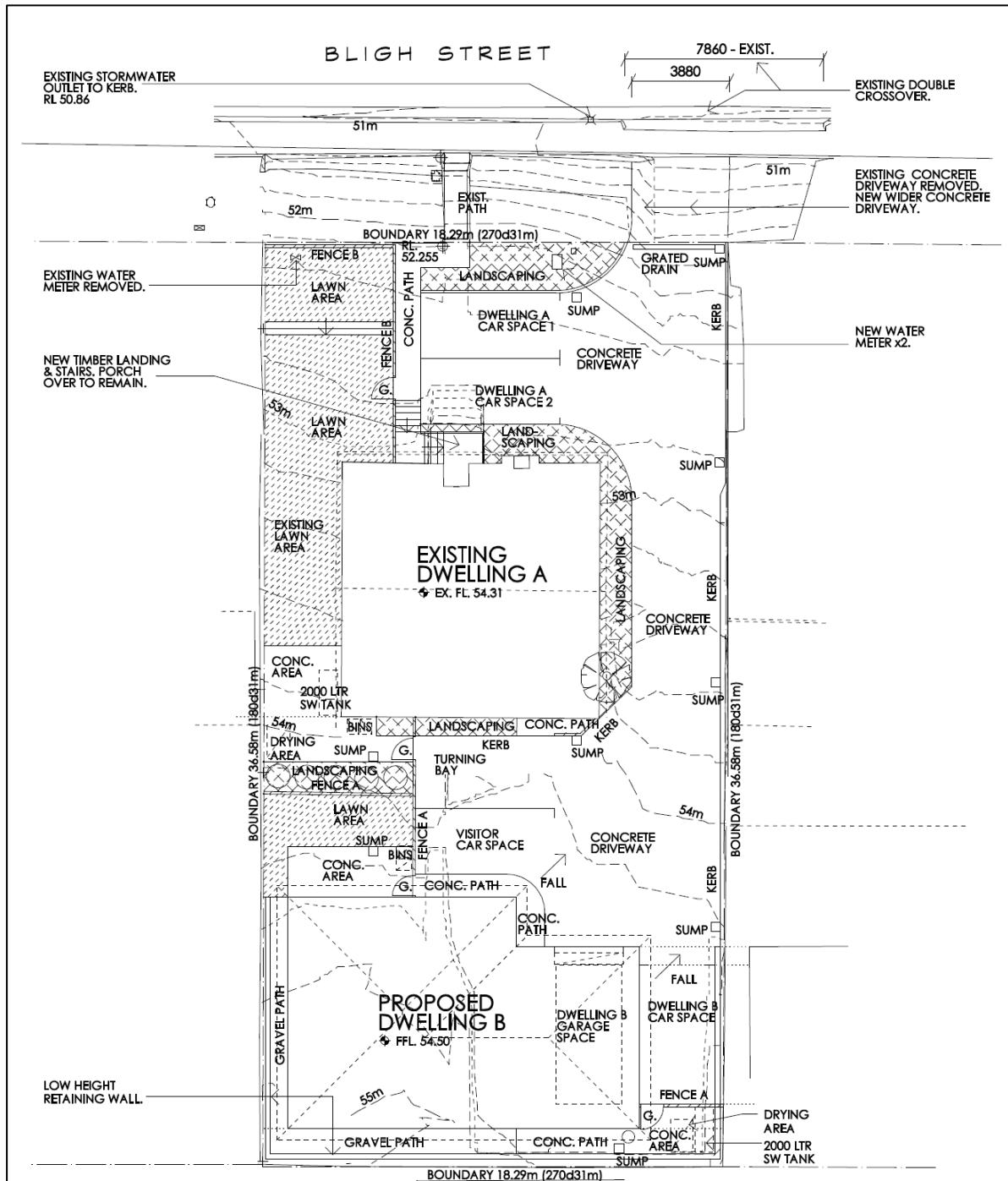
Diagram 2.0 – Extract from LIST Database



### 3. Development proposal

The development proposal is to construct a new three-bedroom residential dwelling at the rear of the existing dwelling. Each dwelling will include two dedicated parking spaces, supported with a visitor parking space. The existing shared vehicular access will be upgraded, with the driveway extended to provide access to the new dwelling.

### Diagram 3.0 – Development proposal



## 4. Trip Generation

A trip in this report is defined as a one-way vehicular movement from one point to another, excluding the return journey. Therefore, a return trip to and from a land use is counted as two trips.

To determine the number of trips likely to be generated by this development, reference has been taken from the Transport for NSW (TfNSW) Guide to Transport Impact Assessment, section 5.6.2 Residential housing.

This Guide recommends the following for low-density residential dwellings in regional areas:

- Weekday daily vehicle trips of 7.5 per dwelling, and
- Weekday peak trips of 0.84 per dwelling

Based on the TfNSW Guide, the new residential dwelling is estimated to generate up to eight additional daily trips, with one of these likely to occur during the peak periods, as illustrated in the table below.

The existing residential dwelling is already generating eight daily trips, with one of these occurring during the peak periods.

Table 4.0 – Predicted number of trips to be generated from the development

Dwelling Type	TfNSW Generation Rate	Number of Dwellings	Daily Trips	Peak Trips
New dwelling	7.5 per day 0.84 per peak	1	8	1
Existing dwelling		1	8	1

## 5. Bligh Street

Bligh Street extends from Rosny Hill Road and terminates before the South Arm Highway. Within the surrounding road network, Bligh Street functions as a local collector road, as it collects and distributes traffic from several residential side streets. Beyond the Shackleton Street roundabout, the road function changes to a local residential street, as it serves one short cul-de-sac and no through traffic.

The traffic flow using this last section of Bligh Street is estimated to be less than 500 vehicles per day, based on this section servicing 42 residential dwellings, with each dwelling having the potential to generate 7.5 vehicles trips per day. (NSW Guide residential trips rate).

This last section of Bligh Street has a straight horizontal alignment, situated within flat terrain, with sufficient area at the termination point to allow vehicles to turnaround efficiently. With no posted speed limit, the urban default 50 km/h speed limit would apply.

Adjacent to the development site, the street has been constructed to a typical urban standard, with a sealed bitumen surface, concrete kerb and channel, footpaths along both sides, and street lighting. The average pavement width measured 8.4 metres between kerb faces, which supports on-street parking along one side of the road, noting that when parking occurs on both sides of the street, it becomes a single traffic lane.

Shackleton Street connects to Cambridge Road, which is the nearest arterial road within the local road network, providing motorists with a direct and accessible route, reducing the need for motorists to travel west along Bligh Street towards Eastlands.

Photograph 5.0 – Bligh Street standard



## 6. Impact to surrounding road network

The proposed additional dwelling is expected to generate around eight extra vehicle trips per day, with only one trip occurring during the busiest peak periods.

Typically, peak hour traffic accounts for about 10 percent of all daily trips. At present, residential dwellings along Bligh Street east of the Shackleton Road roundabout generate fewer than 500 daily vehicle movements, which equates to approximately 50 vehicles during the busiest hour. This level of traffic is considered very low for a residential street, averaging about one vehicle per minute.

Such conditions represent the highest level of traffic performance, where vehicles move freely, gaps in traffic are sufficient for safe entry and exit, and there are no queues or delays. The addition of a single peak hour trip will not materially affect the current traffic performance or efficiency experienced by motorists on Bligh Street.

## 7. Access arrangements

### 7.1. Existing vehicular access

The existing 7.8 metre wide shared vehicular access onto Bligh Street will be retained, providing access to both the development site and adjacent property, with each driveway accommodating a single vehicle at a time, which is suitable based on the low number of movements generated.

Photograph 7.1 – Existing vehicular access



The existing driveway will be upgraded:

- the gradients will be improved to provide sufficient ground clearance for vehicles to enter and leave without scraping,
- new concrete surface widened to three metres wide, and
- a grated drain located across the driveway at the property boundary to collect surface water, that will feed into an approved stormwater system.

## 7.2. Sight distance leaving the development site

The existing shared access will operate as a residential development, with the appropriate sight distance specified in the Standard Section 3.2.4 and Figure 3.2. With Figure 3.2 specifying the desirable sight distance for a residential property within a 50 km/h speed limit as 69 metres, as shown in Extract 7.2.

Extract 7.2 Sight distance requirements at access driveways (AS 2890.1:2004)

AS/NZS 2890.1:2004 32

Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2 <sup>nd</sup> and 3 <sup>rd</sup> columns
100	139	160	
110	153	190	

The available sight distance at the existing access was measured on-site, based on the driver being 1.1 metres above the driveway surface, with an approaching vehicle being 1.2 metres high. In both directions the available sight distance exceeds 70 metres.

With the available sight distance in each direction exceeding the required 69 metres, drivers will have sufficient sight distance to enter Bligh Street in a safe and efficient manner, as shown in the photographs below.

Photograph 7.2A – Available sight distance to the left



Photograph 7.2B – Available sight distance to the right



### 7.3. Pedestrian sight distance

It is important for drivers leaving the development site to have adequate sight lines to pedestrians using the footpath along Bligh Street. Adequate sight lines between a driver leaving the site and pedestrians using the footpath will be achieved by not having any physical obstacles on either side of the driveway.

The development will ensure that there are no obstacles located within the pedestrian sight triangle, as illustrated in photograph 7.3 below, ensuring that drivers have clear sightlines to pedestrians as they leave the site.

Photograph 7.3 – Pedestrian sight distance



## 8. Internal layout

### 8.1. Number of parking spaces

Each dwelling will be provided with two dedicated parking spaces, located within close proximity, supported by a visitor parking space. In total, five on-site car parking spaces will be provided to meet the reasonable demand, eliminating overflow parking.

### 8.2. Dimensions of parking spaces

The parking spaces within the development site have been designed to comply with both the dimensions specified in the planning scheme Table C2.3 and the Standard, as user class 1A, suitable for residential or domestic use.

The new dwelling includes a single enclosed garage, which will be designed to comply with the dimensions specified in section 5.4 of the Standard. This garage will have an opening of 2.4 metres and a minimum manoeuvring area of 7 metres at the rear to ensure vehicles can enter and leave efficiently.

Each open parking space will measure a minimum of 2.6 metres wide, 5.4 metres long, supported with a minimum manoeuvring area of 6.4 metres. Where a parking space is located adjacent to a vertical obstruction higher than 150 millimetres, an additional 0.3 metres of width will be provided between the space and the obstruction. If there is a vertical obstruction on both sides, 0.3 metres will be provided on both sides of the space.

Multiple parking spaces located together will be delineated with pavement markings. All parking spaces will be designed to be situated on a gradient of less than five percent, except for the existing dwellings spaces, which will be located on a gradient of 7.7 percent. Although this slightly exceeds the prescribed maximum grade, this is within acceptable tolerance for a brownfield site and not expected to cause any adverse impacts.

The proposed parking layout provides sufficient manoeuvring area behind all car parking spaces allowing for vehicles to enter and leave in an efficient manner. Vehicle swept path software verifies that vehicles can enter and leave all spaces efficiently, with these diagrams available within Appendix A.

### 8.3. Other parking requirements

As the development is only required to provide five on-site car parking spaces under Table C2.1 of the planning scheme, Table C2.4 specifies that there is no requirement for dedicated motorcycle parking.

Table C2.1 of the planning scheme specifies that there is no requirement to provide bicycle parking spaces for a residential use. Additionally, accessible parking spaces are not required.

## 8.4. Internal driveway layout

The existing driveway will be upgraded and extended to provide access to the rear dwelling. The driveway will be a minimum of three metres wide, widening to provide sufficient manoeuvring area for parking spaces, and is suitable to accommodate single vehicle movements.

The driveway will be constructed with a hard-wearing concrete surface and a suitable camber to direct surface water to a transverse catch drain and series of stormwater pits located along the driveway, feeding into an approved stormwater drainage system.

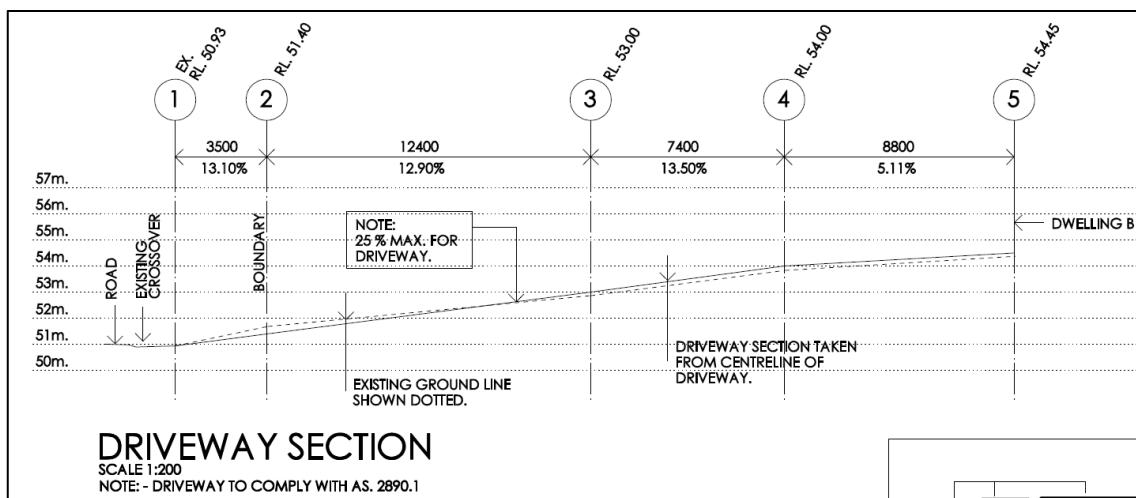
## 8.5. Internal gradients

The longitudinal section of the proposed driveway has been assessed in accordance with Section 2.5.3 of the Standard. The assessment confirms that the maximum driveway grade will be 13.5%, which is well within the allowable tolerance for domestic driveways, as the Standard permits grades up to 25%.

Given the natural slope of the land, the driveway will include both sag and crest (summit) curves within the property. To maintain adequate vehicle clearance, the design ensures that changes in grade will not exceed 12.5% at a summit curve or 15% at a sag curve. The most significant change in grade occurs at the driveway entrance, where the existing footpath has a grade of 1% and the driveway rises to 13.1%, resulting in a 12.1% change.

All changes in grade therefore remain within the acceptable limits specified for sag and summit curves, ensuring the driveway will operate safely and efficiently for vehicles accessing the site.

Diagram 8.5 – Longitudinal section of the driveway



## 8.6. Gradient on the turning areas

The area or pavement used by vehicles to gain access to, and to manoeuvre into and out of the parking spaces is specified under the Standard as the parking aisle. The proposed development is designed with a 12.9% and 5.11% gradient through the parking aisles. These gradients are considered acceptable for a brownfield site, and are not expected to cause any adverse impact for slow moving turning vehicles.

## 8.7. Waste collection

Each dwelling will include a dedicated bin storage area, with the bins to be wheeled out to Bligh Street for kerbside collection. Given the site will comprise of two dwellings, it is considered acceptable to place the bins along the road frontage, where the waste collection vehicle can easily unload.

## 9. Planning scheme

### 9.1. C2.0 Parking and Sustainable Transport Code

#### C2.5.1 Car parking numbers

In total, the development site will provide five on-site car parking spaces, meeting the requirements under Table C2.1 of the planning scheme and complying with the acceptable solution A1.

#### C2.5.2 Bicycle parking numbers

Table C2.1 of the planning scheme specifies that there is no requirement to provide bicycle parking for a residential use.

#### C2.5.3 Motorcycle parking numbers

There is no requirement to provide dedicated motorcycle parking spaces for a use requiring less than 20 on-site car parking spaces.

#### C2.5.4 Loading bays

Not applicable for a residential development.

### C2.6. Development standards

C2.6.1 Construction of parking areas.	The parking areas and internal driveway will have a concrete surface, with suitable camber to direct surface water to a transverse catch drain and series of stormwater pits, feeding into an approved stormwater drainage system. This complies with the acceptable solution A1.
C2.6.2 Design and layout of parking areas.	The parking layout has been designed to comply with the dimensions specified in the planning scheme and the Standard for a residential property, ensuring that vehicles can easily enter, manoeuvre and leave the development site in a forward-driving direction. There is sufficient manoeuvring width adjacent to the parking spaces, to enable all vehicles to enter and leave efficiently. All parking spaces will be located on a gradient of less than five percent, with multiple uncovered spaces delineated with pavement markings, and supported with wheel stops. The single enclosed garage will comply with section 5.4 of the Standard. The internal driveways will be a minimum of three metres wide, suitable for single vehicle movements, complying with Table C2.2 of the planning scheme for a use serving five on-site car parking

	spaces. Overall, the design complies with the acceptable solution A1.1 (a) and (b).
C2.6.3 Number of accesses for vehicles.	The development will retain and operate with the existing shared vehicular access onto Bligh Street, complying with the acceptable solution A1 (a) and (b).
C2.6.4 Lighting of parking areas within the general business zone and central business zone	Not applicable for a development within a General Residential zone.
C2.6.5 Pedestrian access.	As the development is only required to provide five on-site car parking spaces, there is no requirement to provide internal pedestrian facilities.
C2.6.6 Loading bays.	Not applicable for a residential development.
C2.6.7 Bicycle parking and storage facilities	There is no requirement for a residential use.
C2.6.8 Siting of parking and turning areas.	Not applicable for a development within a General Residential zone.

## 9.2. C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

With the development increasing traffic using the existing shared access onto Bligh Street by more than 20 percent, it is required to be assessed against the performance criteria P1.

Performance criteria	Assessment
	Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to:
a) Any increase in traffic caused by the use;	The new residential dwelling is estimated to generate up to eight additional daily trips, with one occurring during the peak periods.
b) The nature of the traffic generated by the use;	The residential dwellings are expected to generate light vehicles less than 5.5 metres in length. These types of vehicles are associated with urban residential living, have good manoeuvrability, and are compatible with the existing vehicles using the surrounding road network.
c) The nature of the road	Bligh Street east of Shackleton Street is a local residential street, built to an urban standard, has sufficient width to accommodate two-way traffic flow, and can support on-street parking. The surrounding road network is of suitable standard to accommodate the additional traffic movements. There is sufficient sight distance at the existing shared vehicular access to enable vehicles to enter and leave the development site in a safe and efficient manner.
d) The speed limit and traffic flow of the road	With no posted speed limit, the default urban 50 km/h speed limit would apply. This section of Bligh Street has a no-through traffic function, serving approximately 42 dwellings, generating a traffic volume of less than 500 vehicles per day. The estimated one additional vehicle within the peak periods is not expected to adversely impact the level of traffic performance or efficiency motorists are currently receiving.
e) Any alternative access to a road	None.
f) The need for the use	Urban infill in established residential areas is an excellent method to increase the supply of housing, while optimising the current infrastructure and community facilities.
g) Any traffic impact assessment	A traffic impact statement found no reason for this development not to proceed.
h) Any advice received from the rail or road authority	Aware of none.

## 10. Conclusion

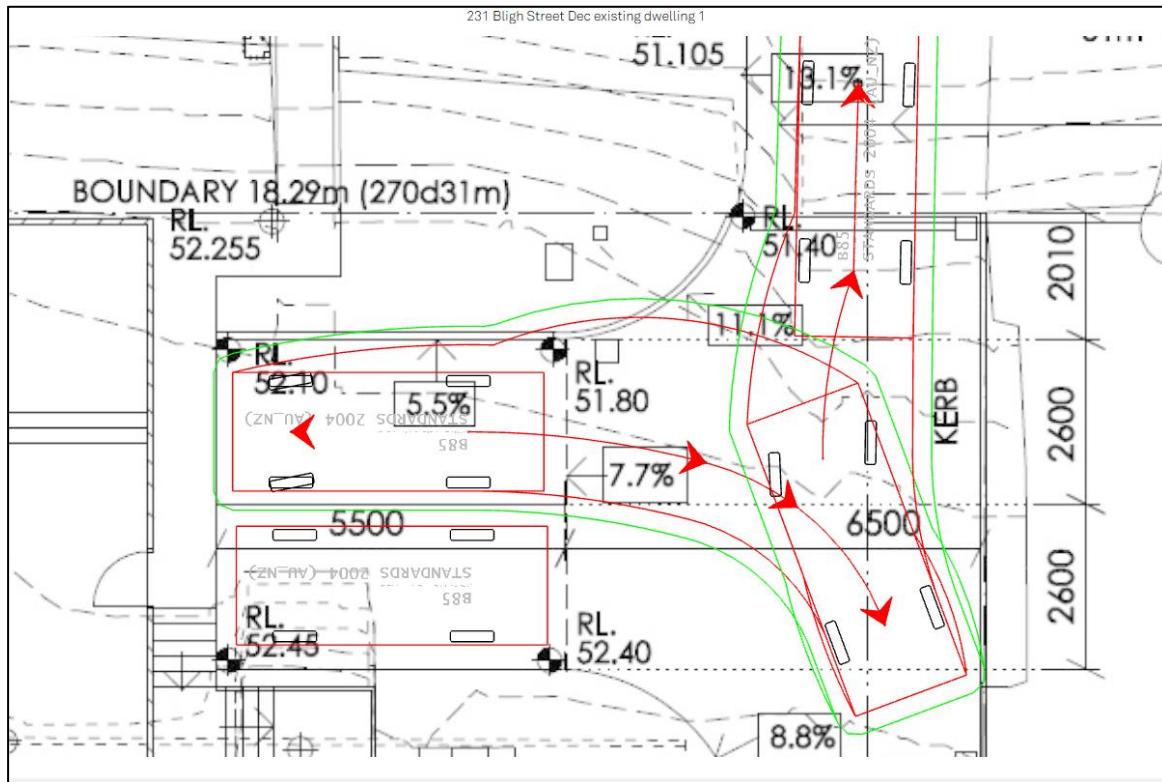
From a traffic engineering and road safety perspective, additional traffic generated from this development is not expected to create any adverse safety, amenity, or traffic efficiency problems, as:

- the amount of traffic generated by the development is considered to be low and there is sufficient capacity within the surrounding road network to absorb these movements without impacting other users,
- the site will retain the existing vehicular accesses onto Bligh Street, which has sufficient sight distance, enabling vehicles to enter and leave the development site safely and efficiently,
- the site will have sufficient number of parking spaces to meet the reasonable demand, minimising overflow parking,
- the parking areas and driveway will be constructed with a suitable concrete surface, and
- all on-site car parking spaces have been designed with sufficient manoeuvring width, to allow vehicles to enter and leave safely and efficiently.

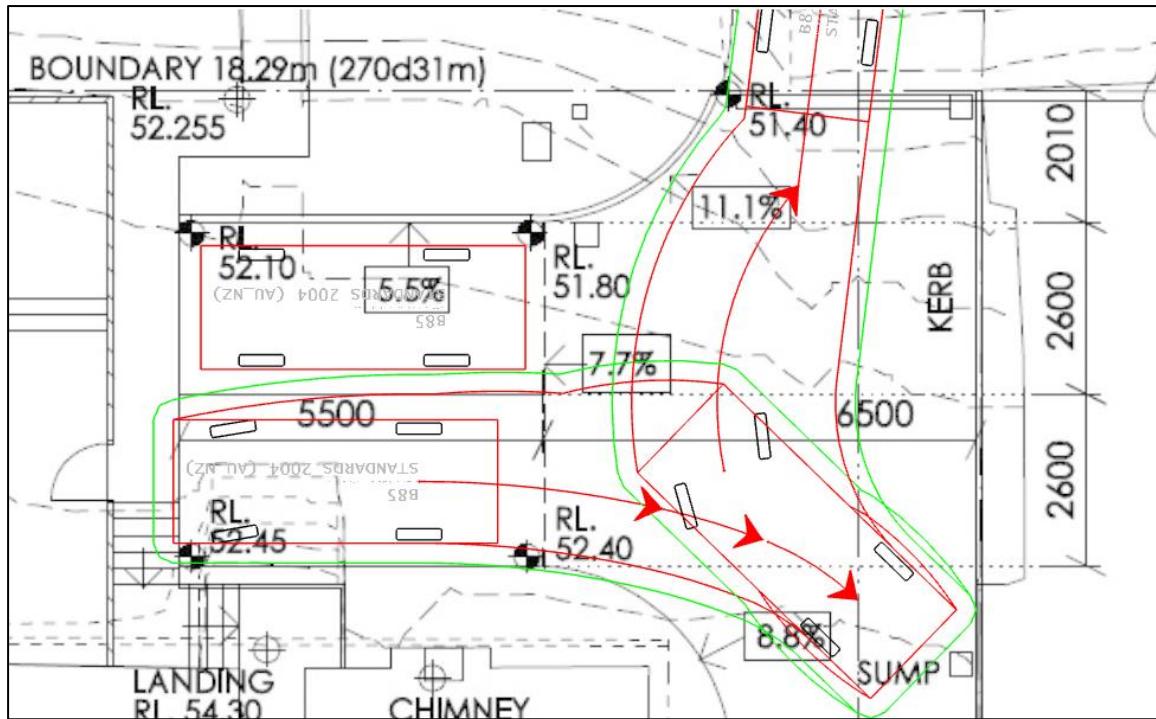
This Traffic Impact Statement found no reason for this development not to proceed.

## 11. Appendix A – Vehicle swept paths

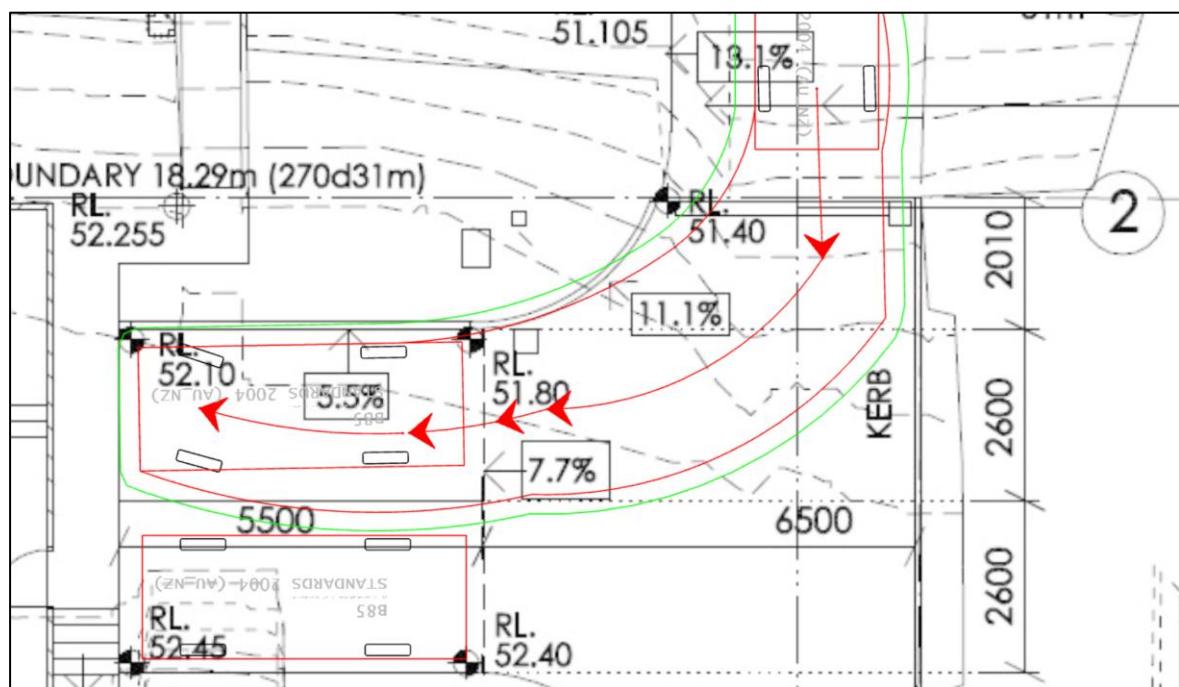
## B85 vehicle swept path leaving existing dwelling space 1



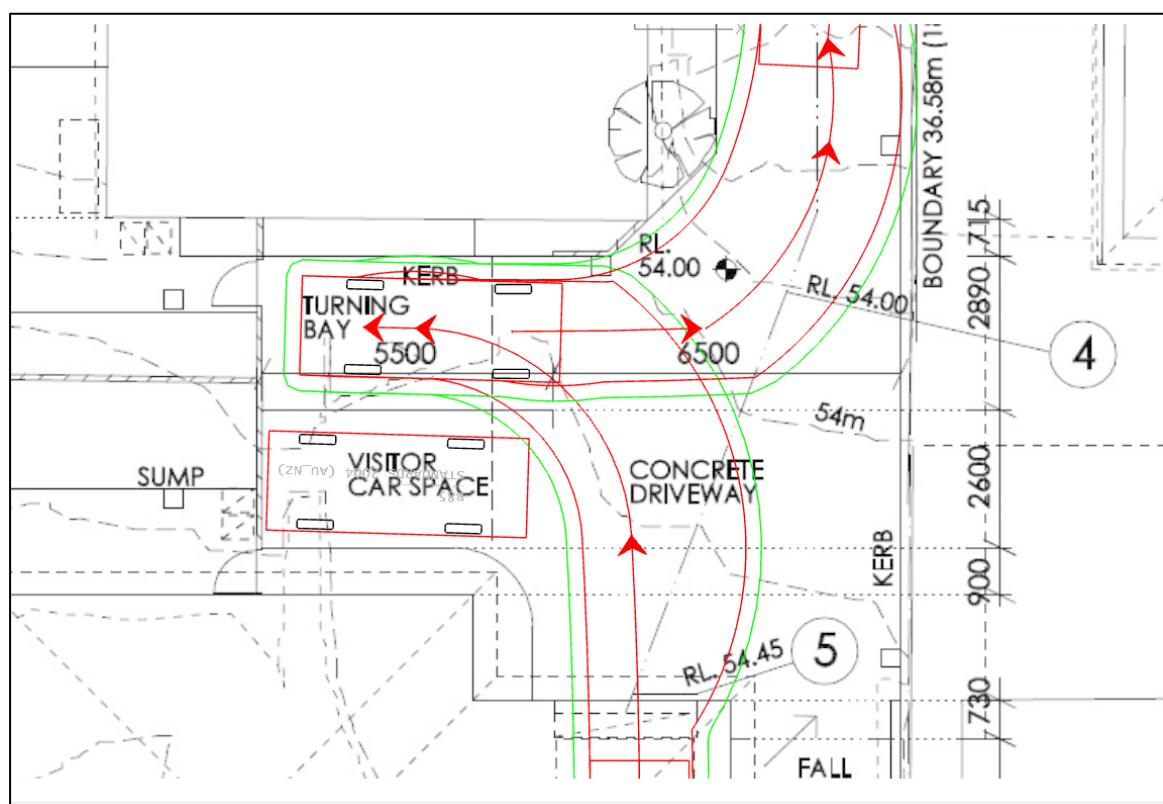
## B85 vehicle swept path leaving existing dwelling space 2



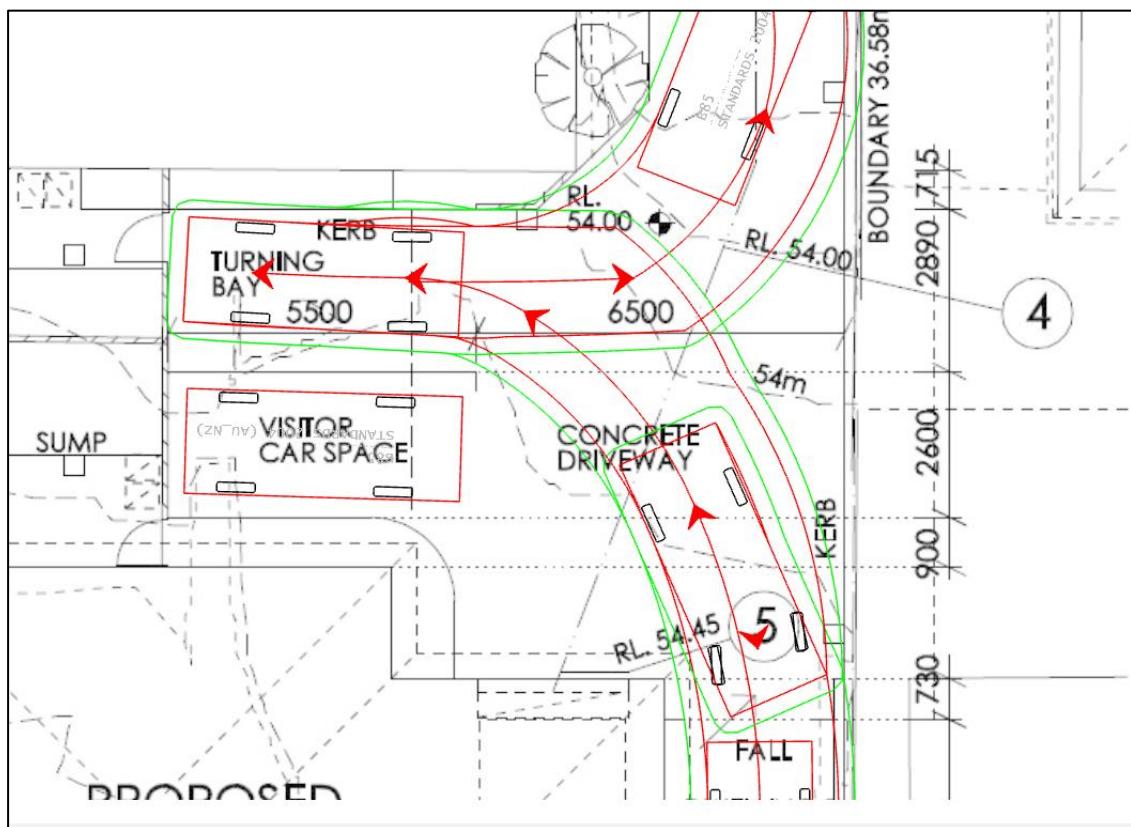
## B85 vehicle swept path entering existing dwelling space 1



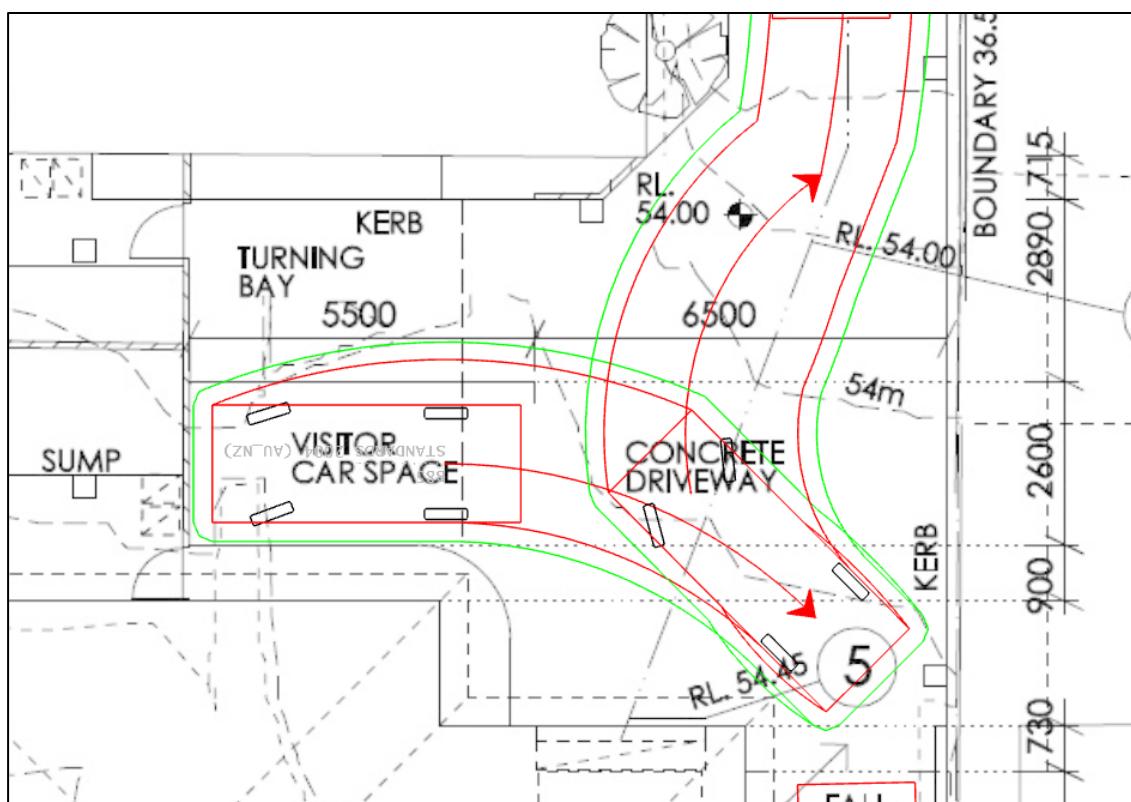
## B85 vehicle swept path leaving new dwelling space 1



B85 vehicle swept path leaving new dwelling space 2



B85 vehicle swept path leaving visitor space



B85 swept path vehicles entering the visitor parking space

